



# Eastern Connecticut Corridor Rail and Transit Feasibility Study (ECRTS)

Preliminary Feasibility Assessment  
Appendix G: Public Survey Report

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# CTrail Strategies

## EASTERN CONNECTICUT CORRIDOR RAIL AND TRANSIT FEASIBILITY STUDY

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## 1. Introduction











The Connecticut Legislature has directed the Connecticut Department of Transportation (CTDOT) to conduct a feasibility study for expanding passenger rail service and ground transportation options in southeast Connecticut<sup>1</sup> via the Eastern Connecticut Corridor Rail and Transit Feasibility Study (ECRTS). ECRTS is investigating the feasibility of and market for the following transportation improvements (Figure 1):

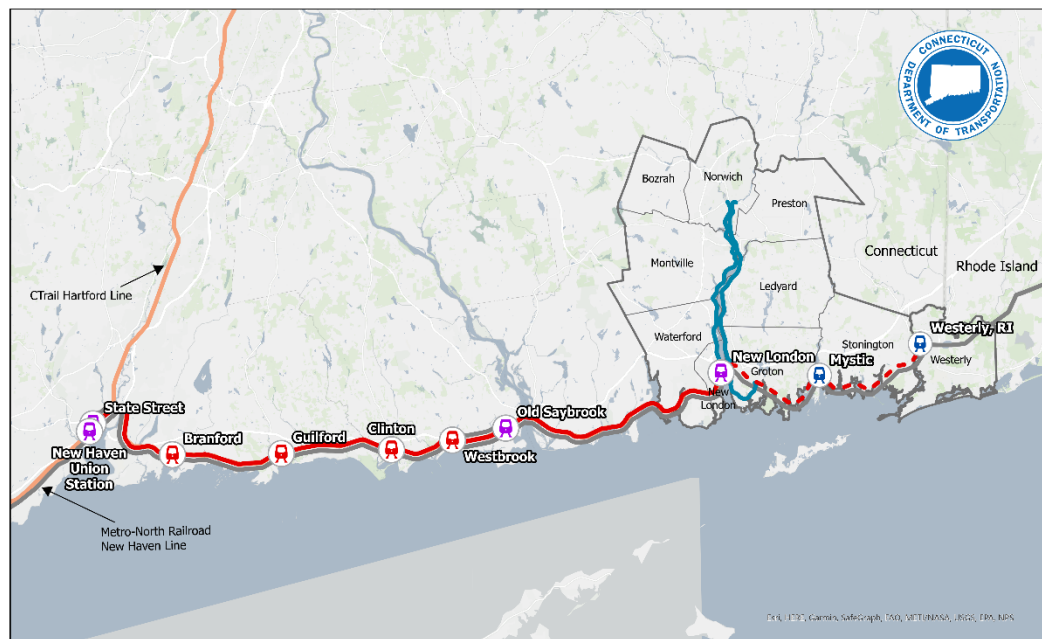
- Extending the Shore Line East rail line to the State of Rhode Island
- Establishing a new passenger rail service from the City of New London to the City of Norwich
- Establishing a new passenger train station in the Town of Groton and the Borough of Stonington
- Extending other ground transportation systems in the eastern region of the state and providing improved connectivity between such systems and rail lines

**Figure 1: Study Area Regional Context**

Eastern Connecticut  
Corridor Rail & Transit  
Feasibility Study  
Existing Service & Study Area

**Legend**

-  Existing Shore Line East Station Only
  -  Existing Shore Line East/Amtrak Station
  -  Existing Amtrak Station Only
  -  Existing Shore Line East Rail Line
  -  Potential Shore Line East Extension
  -  Possible Conversion to Passenger Rail
  -  Northeast Corridor (Amtrak)
  -  Metro-North Rail New Haven Line, CTrail Hartford Line
  -  Study Area
  -  Study Area Town
- 0 2.5 5 7.5 10 Miles



A feasibility study is the first step in evaluating the viability of service in a corridor. This feasibility study will consider existing and future market and environmental conditions, equity and environmental justice issues, preliminary engineering considerations, ridership levels, service operations, equipment needs and system requirements, and preliminary costs and revenue forecasts within the ECRTS study area. As a result of the findings of these investigations, more detailed studies may follow.

To engage the public for maximum feedback, the study team launched a MetroQuest survey on December 1, 2022. MetroQuest is an online public engagement tool that utilizes game-like planning techniques to create compelling, interactive, and educational surveys. MetroQuest surveys are designed to optimize engagement quickly. The platform is compatible with most devices, including laptops, tablets, smart phones, and kiosks.

<sup>1</sup> [Substitute House Bill No. 6484, Public Act 21-175, Section 20](#)

Socioeconomic characteristics of the region were analyzed, including on Limited English proficiency (LEP), which led the study team to release the survey in English, Spanish, Haitian Creole, and Mandarin (simplified) Chinese.

The survey was advertised in print and digital media outlets including The Bulletin (Norwich), The Day (New London), The New Haven Register, The Westerly Sun, NBC CT, WTNH, WSFB, and La Voz Hispana. The survey was shared with the study's established working groups consisting of transit and rail service providers, municipalities, large employers, and anchor institutions. The survey was shared on town calendars and posted at all Shore Line East Stations, on the 16 rail cars currently in service, and on CT**transit** buses. Area municipalities were provided with the survey details to share with their networks, and to post on town and city websites, and social media platforms. The survey was advertised at all three ECRTS Public Information Meetings that were held in Norwich, Groton, and virtually on December 12 and 15, 2022.

The MetroQuest Survey closed on January 6, 2023, with 164 completed surveys. A total of 163 surveys were completed in English and one survey was completed in Spanish.

The survey began with a welcome screen that provided information on ECRTS's purpose and listed the definitions of a feasibility study and public transportation.

On the following screen, participants were asked to indicate where they frequently travel and live; this included jobs, school, social activities, and errands. Participants were also asked to identify locations where they would like to see added or enhanced public transportation options by adding public transportation markers to the map. The majority of respondents indicated that they use the corridor to travel outside eastern Connecticut, prefer to travel using personal vehicles, and would use the train as an alternative or second transportation option. Responses were mixed on what was classified as 'close enough' to access public transportation with most respondents saying a short drive, short bike ride or easy walk would classify as 'close enough.' Respondents also reported that their schedule (35%) and location (25%) are most important when considering transportation options.

Participants were asked a series of questions related to bus services, passenger rail services, connectivity, and employment. The results found that 83% of participants never use local bus services and 84% never use regional bus services in southeastern Connecticut. Respondents shared that if transit services were improved 67% would prefer faster trips with fewer stops and 45% shared that they would prefer to have transit services dispersed evenly throughout the day. Respondents also reported that if Shore Line East services were extended into Rhode Island (Westerly), 27% would use it regularly, and 29% shared that if a new rail service was provided from the City of New London to the City of Norwich, they would use the rail service regularly. When asked about the current public transportation system, 41% of respondents rated the current public transportation system's convenience of connections between all modes of transportation a two out of five, with five being extremely convenient. Individuals were asked which public transportation amenities they would find most useful. The top responses recorded were Wi-fi, USB charging stations/ports/electrical outlets, restrooms, bike racks/storage, and paperless/digital ticketing and app. The majority of survey respondents, 51%, indicated that they travel to work five days a week with the majority of respondents working in public service, business, education, engineering, and healthcare sectors.

A total of 134 out of 136 survey respondents shared that they support improved transit options in southeastern Connecticut regardless of their use of public transportation.

This report details the ECRTS public survey results. The findings of the MetroQuest survey provide the study team with valuable public feedback on where and how people are currently traveling within southeastern Connecticut, and where there may be gaps in current public transportation services.

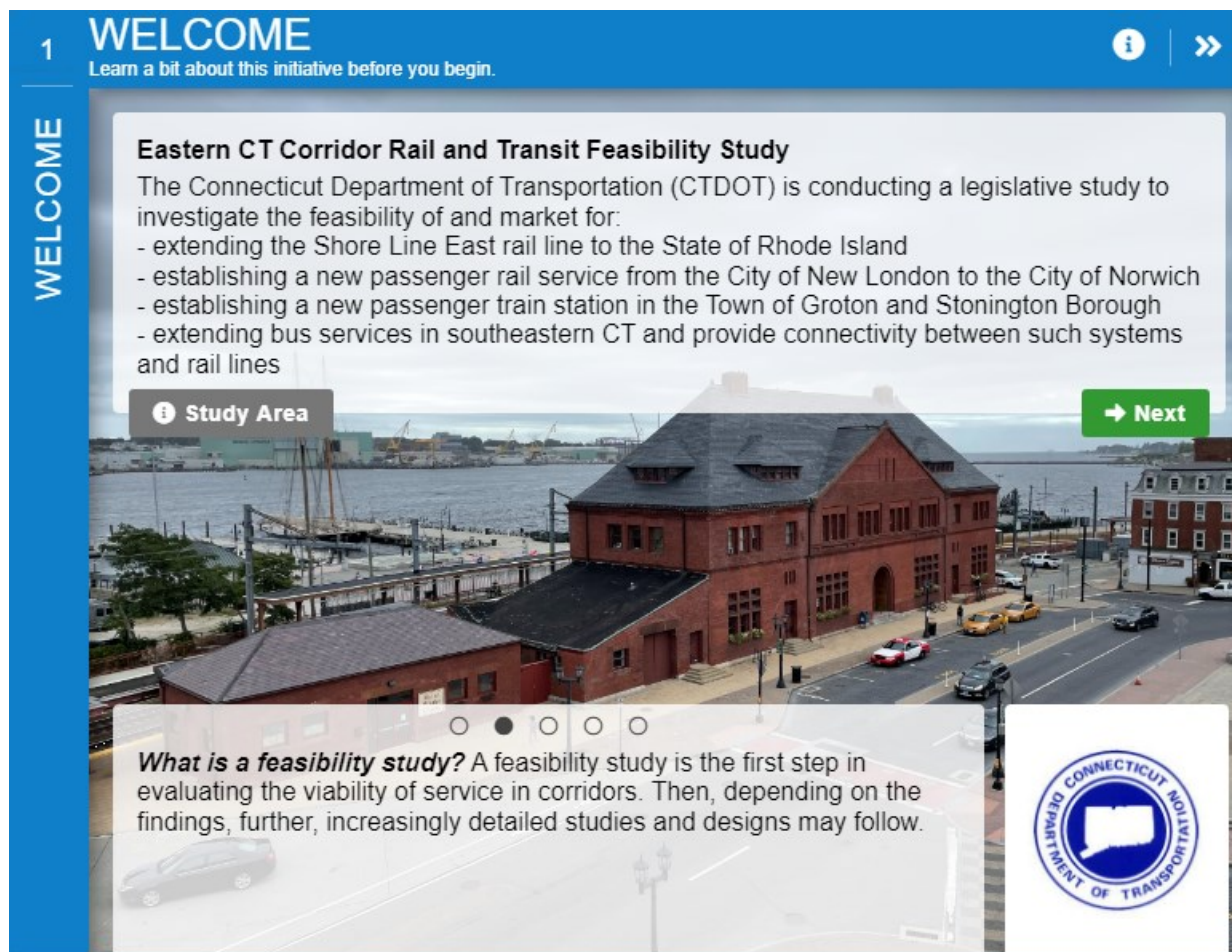
## 2. Screen 1 – Welcome Page

During the time the MetroQuest survey was open to the public, the survey received 438 visitors. A total of 163 surveys were completed in English and one survey was completed in Spanish. No responses were collected in Haitian Creole or Mandarin (simplified) Chinese. The overall completion rate for the survey was 37%.

Below is a screenshot of the English welcome screen. To see screenshots of each page from the English, Spanish, Haitian Creole, and Mandarin (simplified) Chinese surveys, please see the Exhibit.

The welcome screen of the survey provided project information and survey instructions.

Figure 2: Welcome Screen



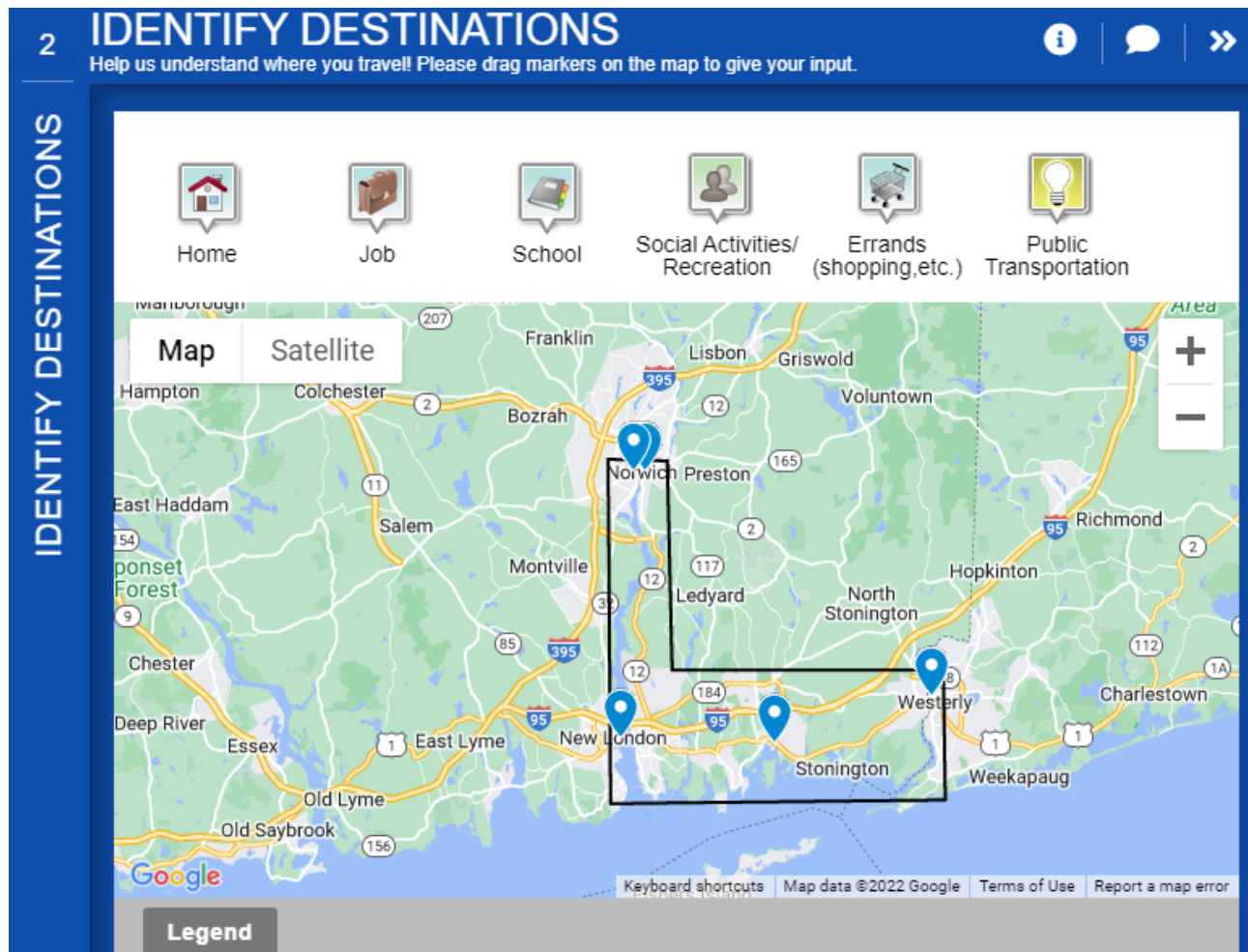


### 3. Screen 2 – Identify Destinations

The Identify Destinations screen asked survey respondents to place markers throughout the corridor to show where they go and the reason for travel along the corridor. The Public Transportation map marker asked respondents to identify locations where they would like to see added or enhanced public transportation options. The marker options included:

- Home
- Job
- School
- Social Activities/Recreation
- Errands (shopping, etc.)
- Public Transportation.

Figure 3: Identify Destinations Screen



On the Identify Destinations screen, a total of 679 map makers were placed. The chart below shows the breakdown of map marker types. The majority of map markers placed by survey respondents were Social Activities/Recreation, Home, and Errands.

Figure 4: Map Markers

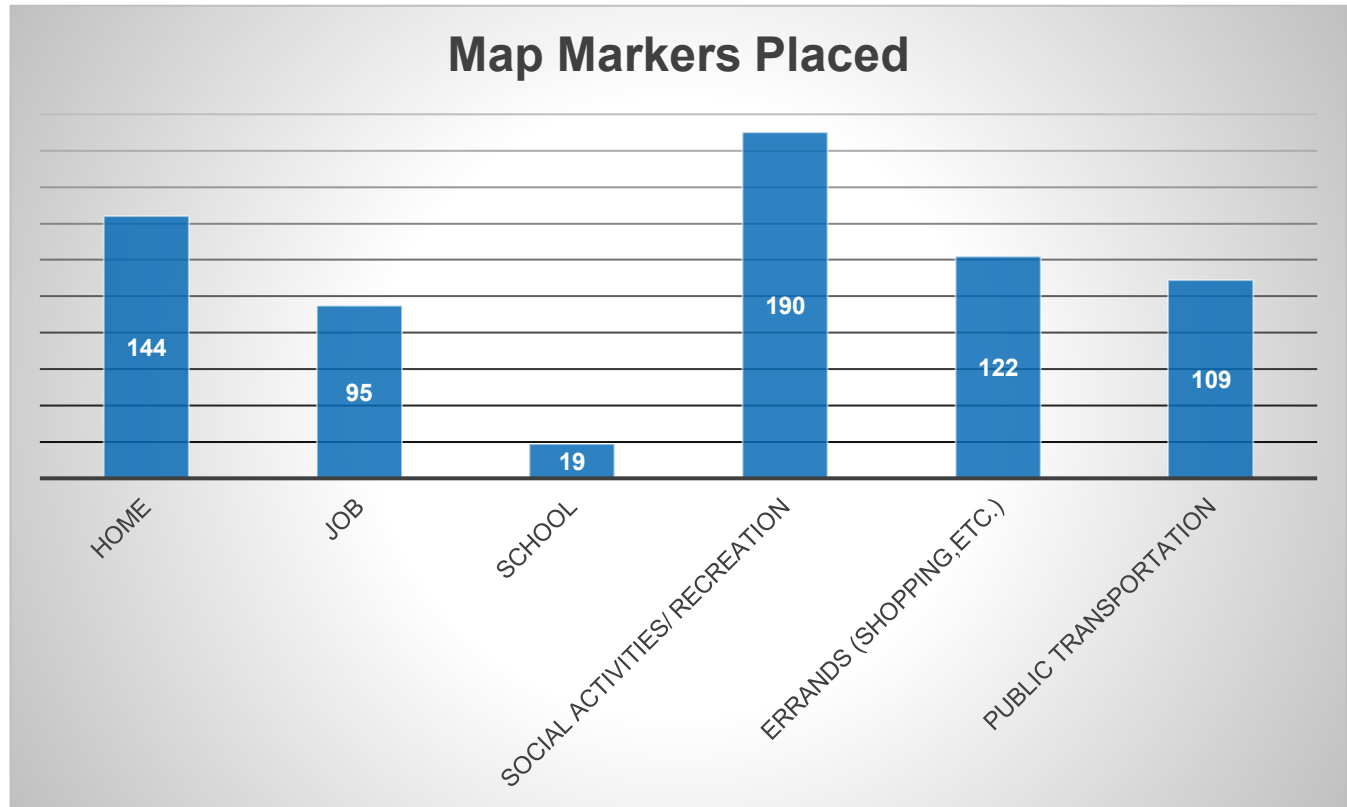
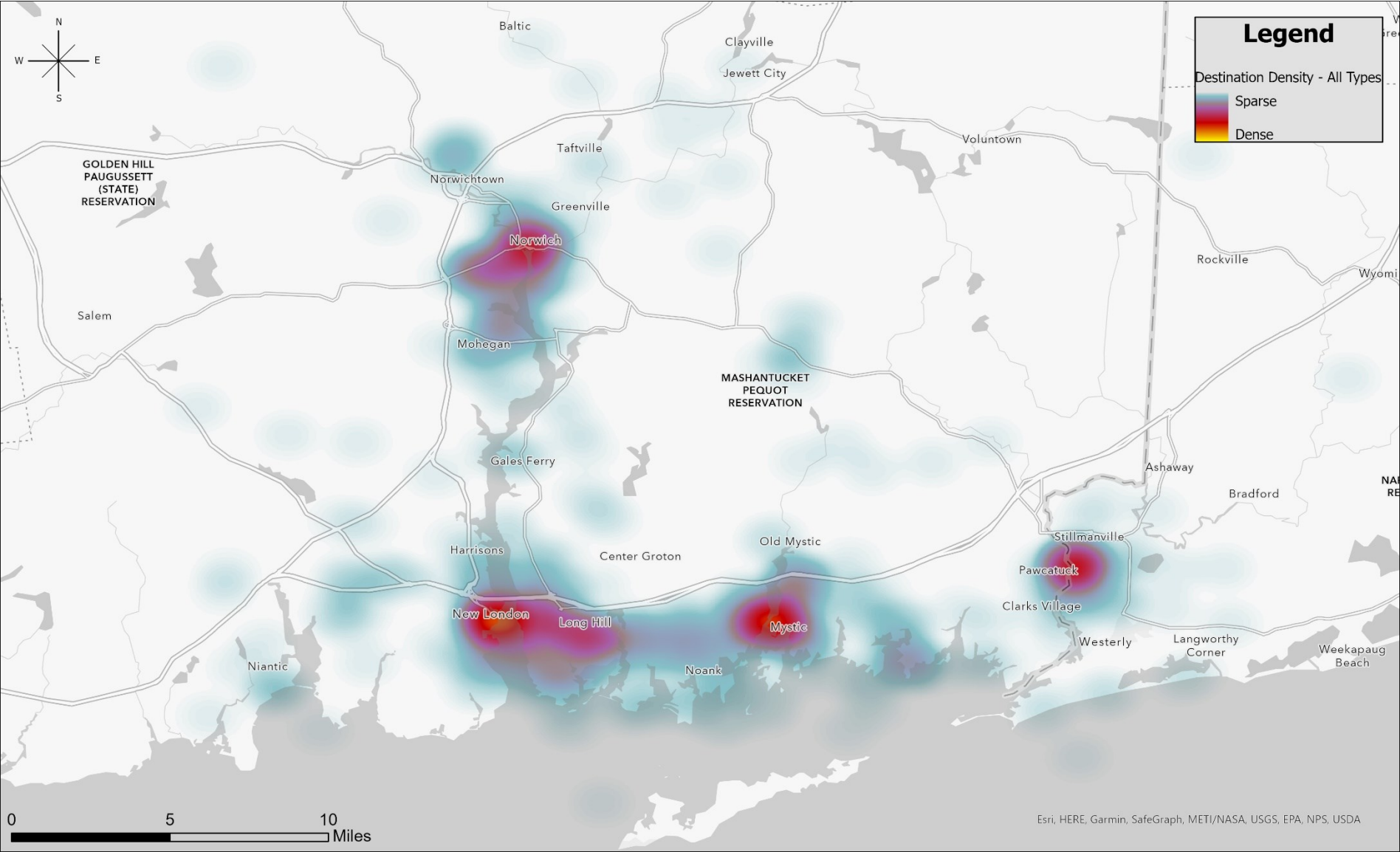


Figure 5 depicts a heat map showing the distribution of all map marker destinations (Home, Job, School, Social activities/recreation, and Errands).



Figure 5: Map of All Destinations



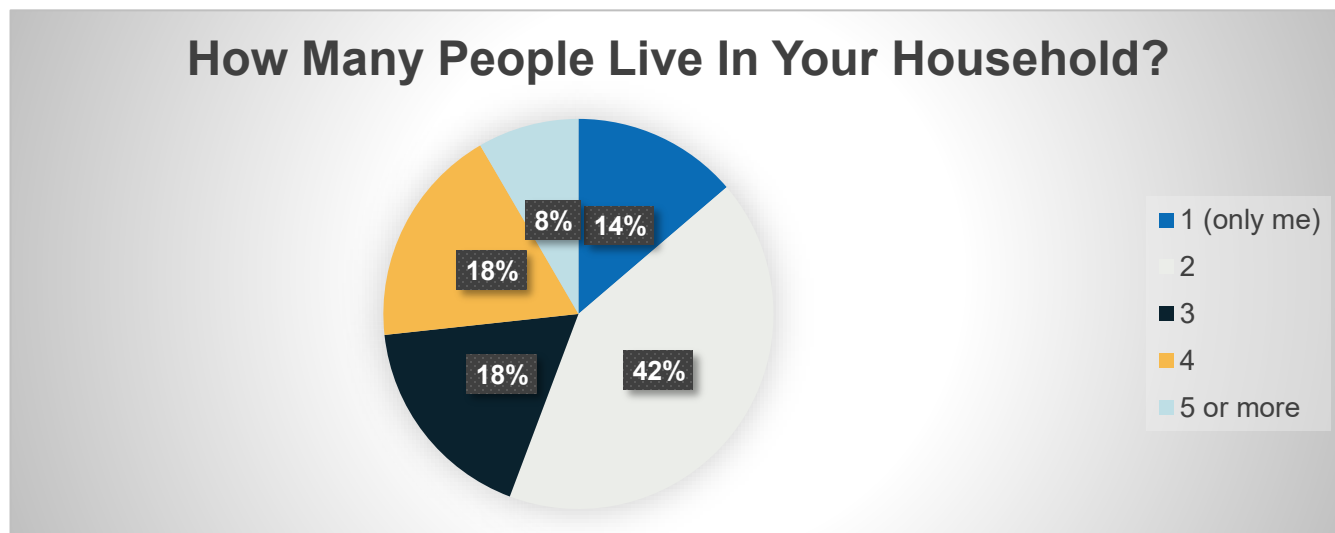
### 3.1.1. Home Map Markers

There were 143 Home markers placed. There were two questions associated with this map marker.

- How many people live in your household?
- How many vehicles are owned by members of your household?

Of the 143 Home map markers, 131 provided additional details by answering the additional questions “How many people live in your household”. The majority of respondents reported having two people in their household (42%), followed by three people (18%) or four people (18%) in the household.

**Figure 6: How many people live in your household?**



Of the 143 Home map markers, 113 respondents provided additional details by answering the additional question “How many vehicles are owned by members of your household”? The majority of respondents reported having two vehicles in their household (42%), followed by one vehicle (27%), and three vehicles (18%).

**Figure 7: How many vehicles are owned by members of your household?**

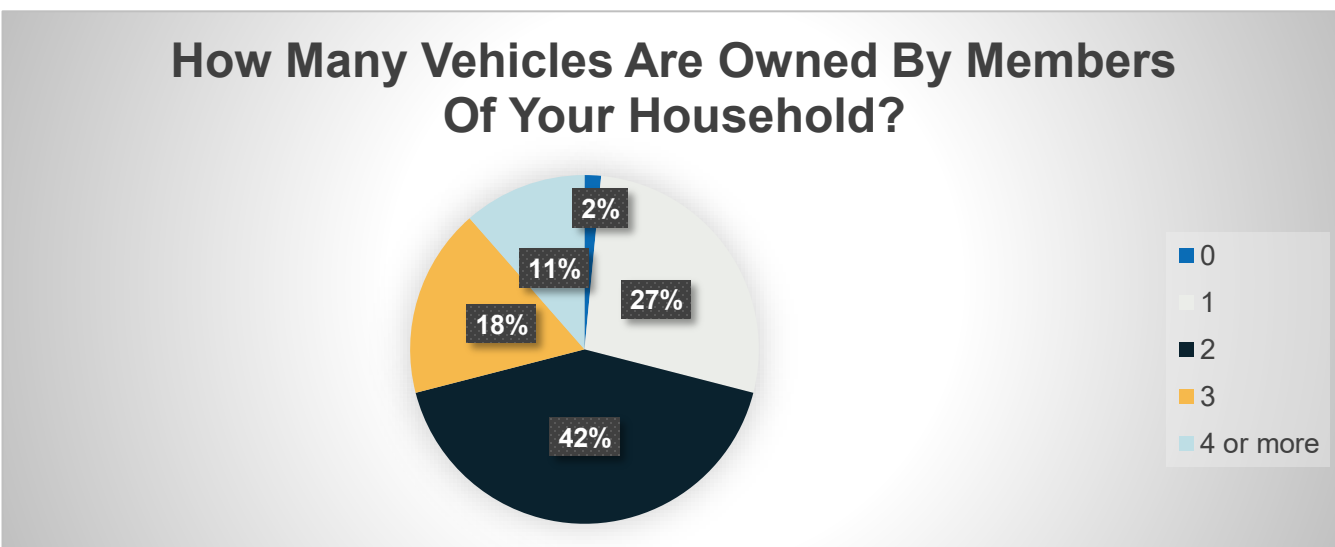
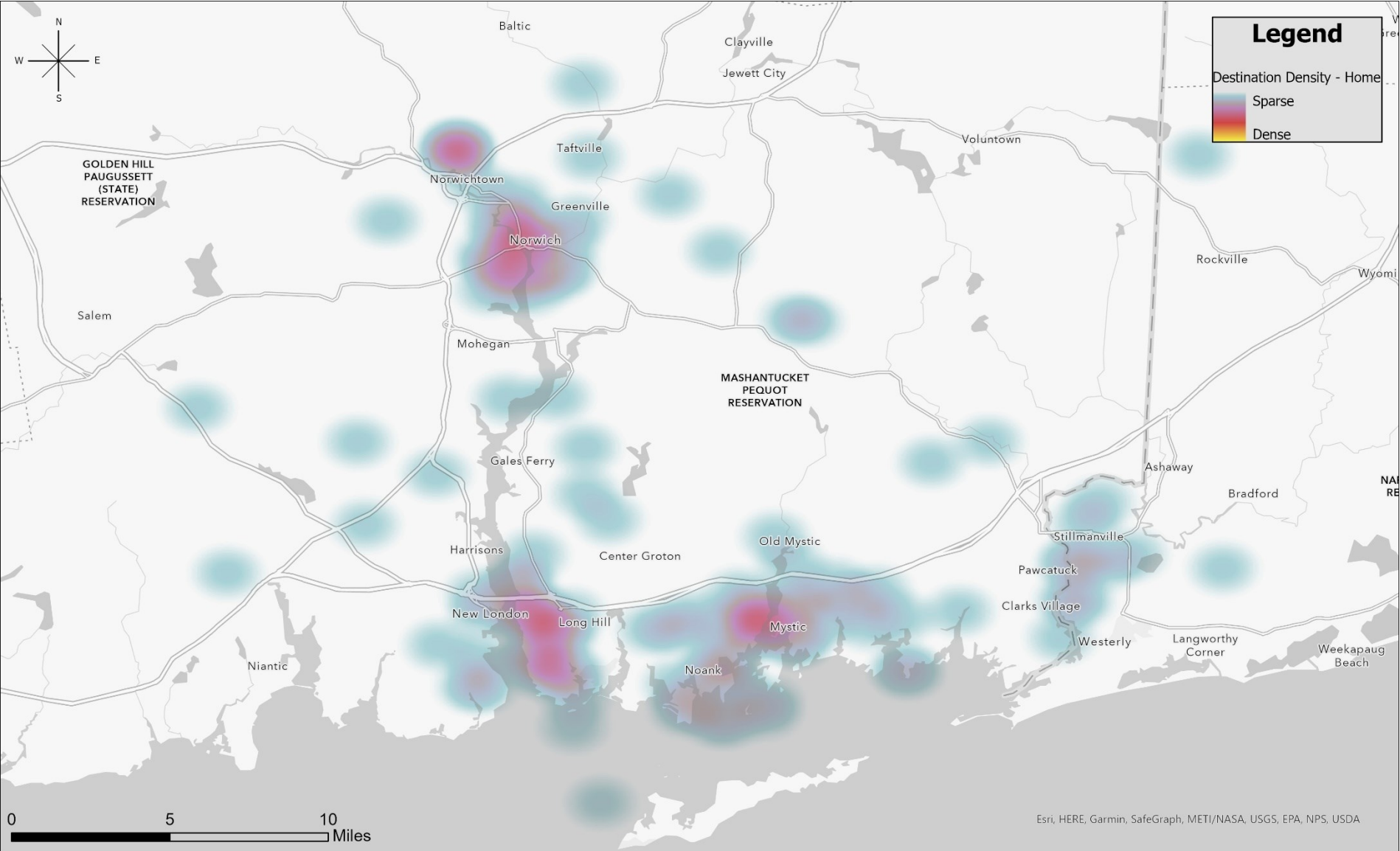


Figure 8 is a heat map that illustrates the distribution of map markers for the Home map marker.

Figure 8: Map of Home Locations



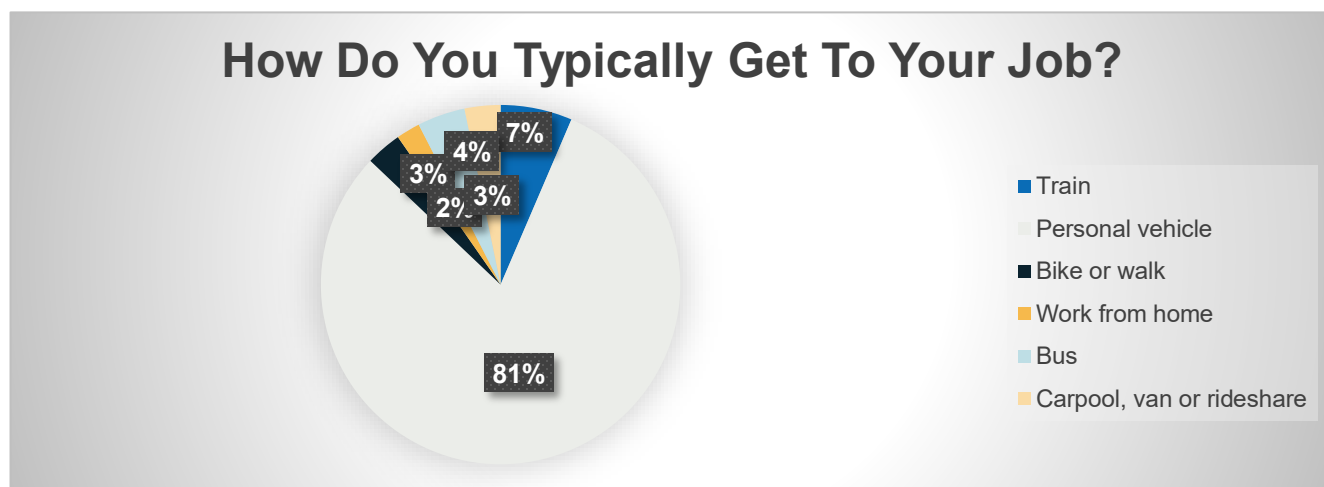
### Job Map Markers

For the Job map marker, there were 93 Job markers placed. There were two questions associated with this map marker.

- How do you typically get to your job?
- If more options were available, would you use public transportation?

Of the 93 Job map markers, 90 provided additional details by answering the additional questions “How do you typically get to your job”? The majority of respondents reported using a personal vehicle to get to their job (81%), some respondents reported using the train (7%), the bus (4%), bike or walk (3%), carpool, van or rideshare (3%) or work from home (2%).

**Figure 9: How do you typically get to your job?**



Of the 93 Job map markers, 89 provided additional details by answering the additional question “If more options were available, would you use public transportation?” The majority of respondents reported that, yes, they would use public transportation if more options were available (75%).

**Figure 10: If more options were available, would you use public transportation?**

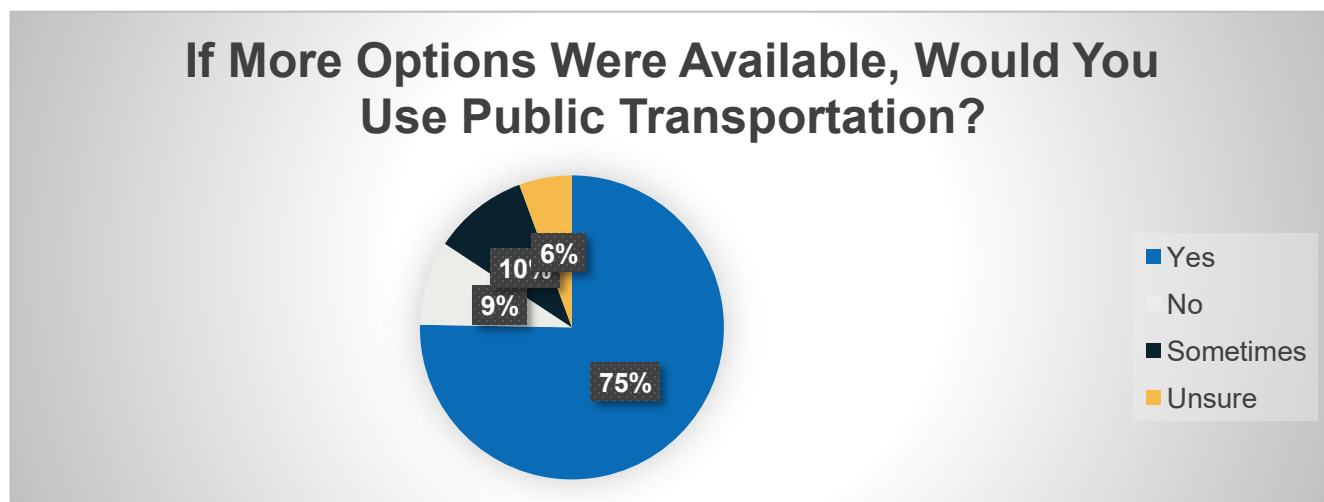
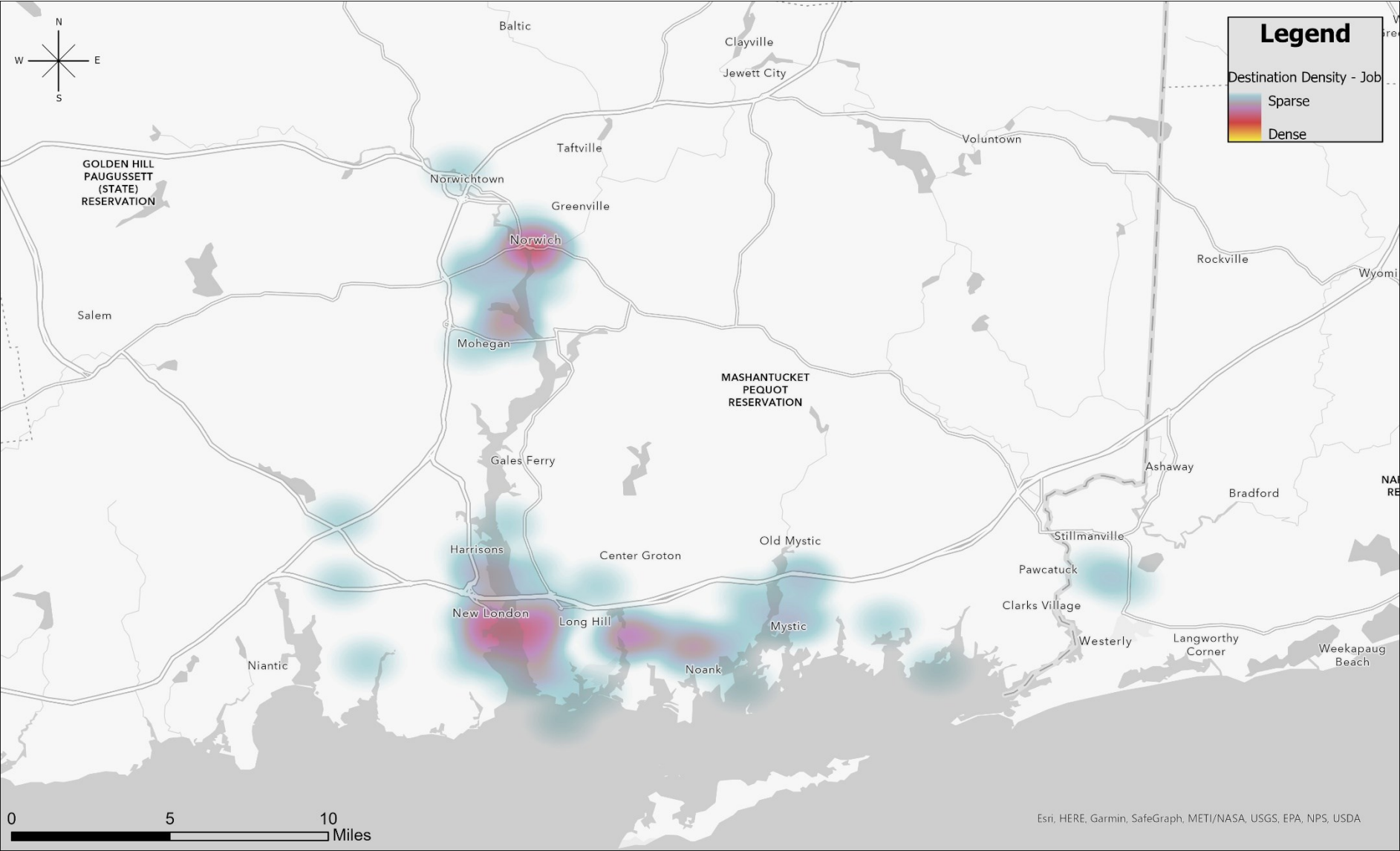


Figure 11 is a heat map that illustrates the distribution of map markers for the Job map marker.

Figure 11: Map of Job Locations





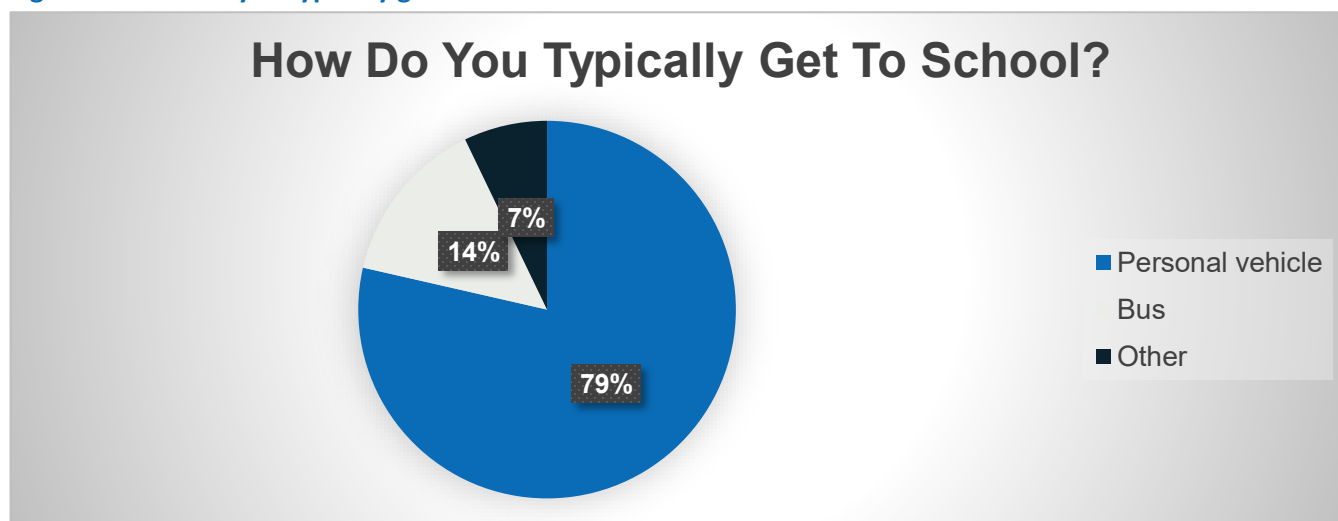
### 3.1.2. School Map Markers

For the School map marker, there were 19 School markers placed. There were two questions associated with this map marker.

- How do you typically get to school?
- If more options were available, would you use public transportation?

Of the 19 School map markers, 14 provided additional details by answering the additional questions “How do you typically get to school?” Most respondents reported using a personal vehicle to get to school (79%).

**Figure 12: How do you typically get to school?**



Of the 19 participants that placed School map markers, 13 provided additional details by answering the additional questions “If more options were available, would you use public transportation?” The majority of respondents reported that, yes, they would use public transportation if more options were available (62%).

**Figure 13: If more options were available, would you use public transportation?**

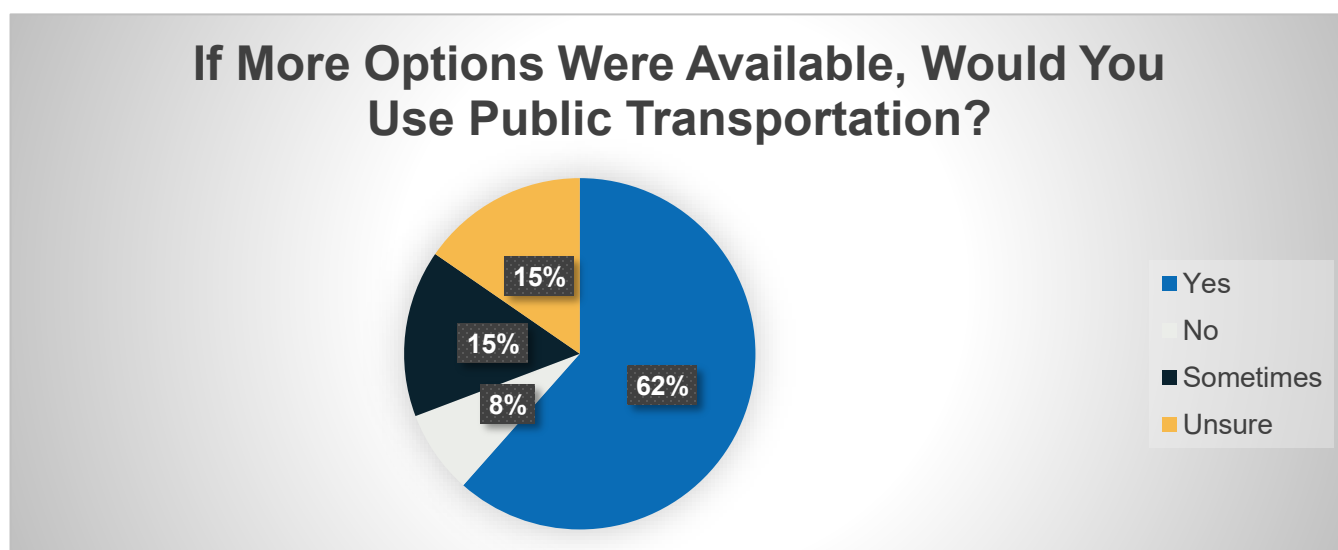
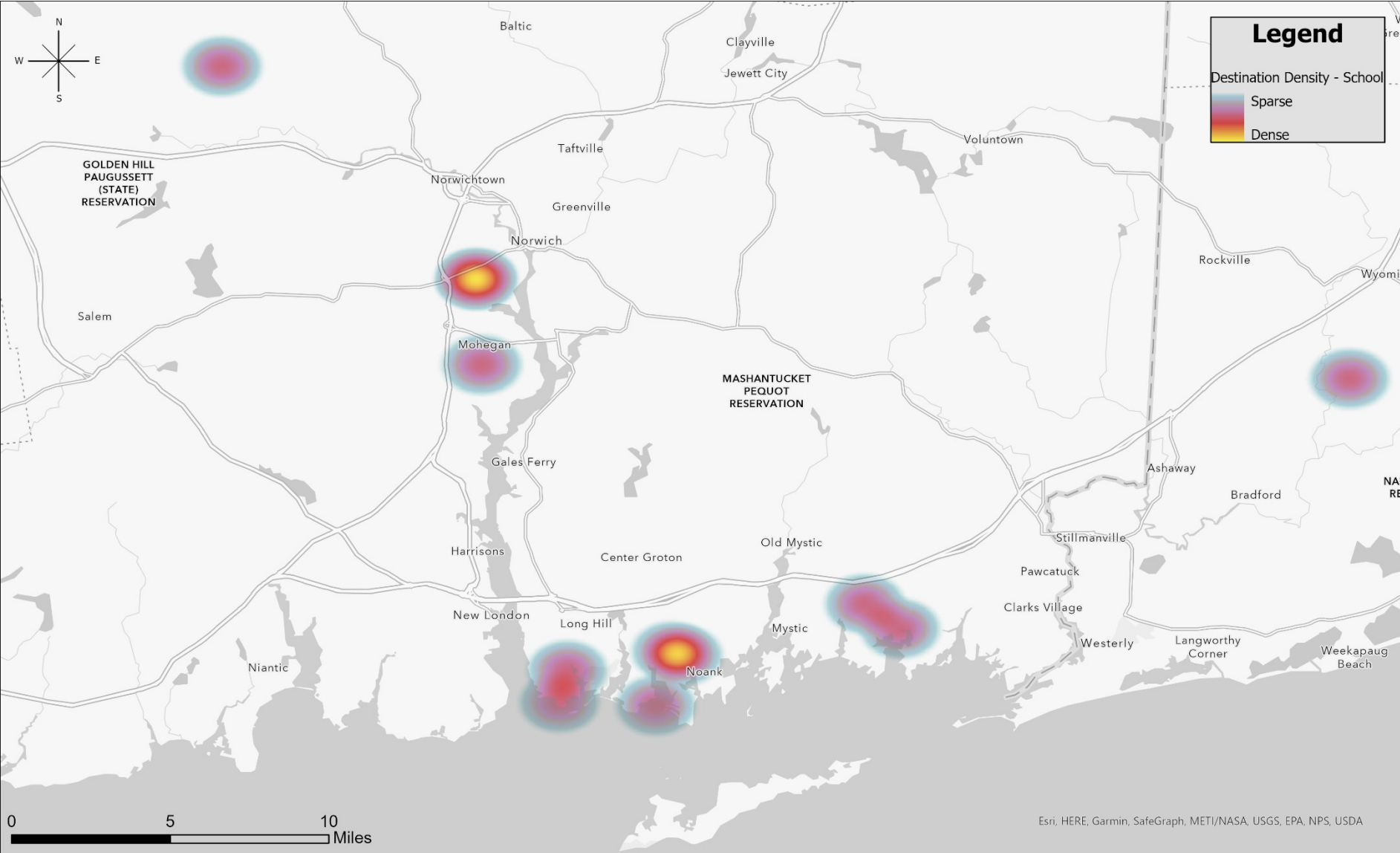


Figure 14 is a heat map that illustrates the distribution of map markers for the School map marker.



Figure 14: Map of School Locations



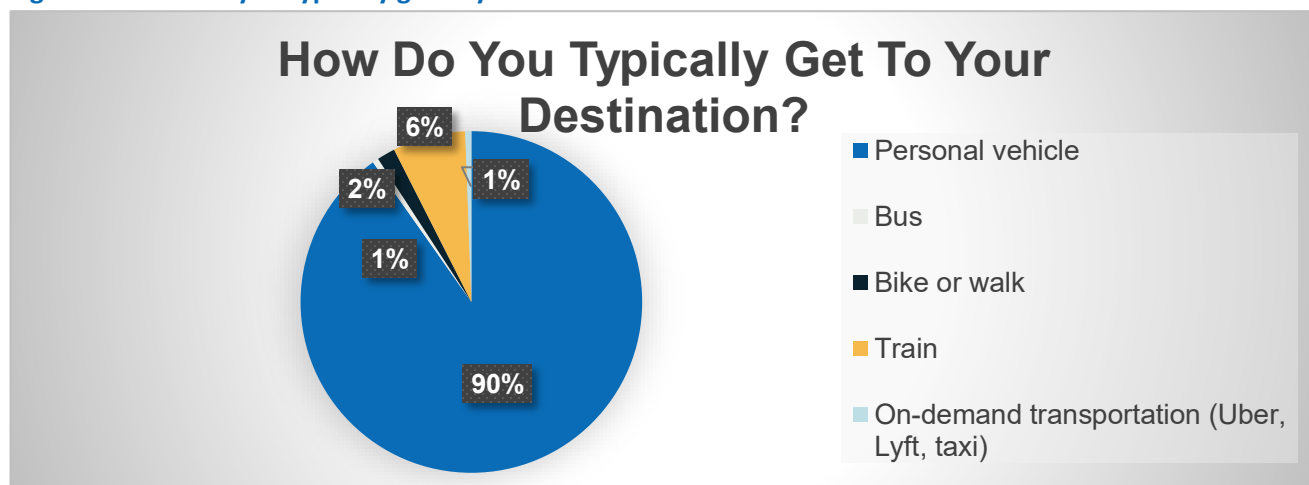
### 3.1.3. Social Activities/Recreation Map Markers

For the Social Activities/Recreation map marker, there were 188 Social activities/Recreation map markers placed. There were two questions associated with this map marker.

- How do you typically get to your destination?
- If more options were available, would you use public transportation?

Of the 188 Social Activities/Recreation map markers, 174 provided additional details by answering the additional questions “How do you typically get to your destination?” The majority of respondents reported using a personal vehicle to get to Social Activities/Recreation activities (96%).

**Figure 15: How do you typically get to you destination?**



Of the 188 Social Activities/Recreation map markers, 175 provided additional details by answering the additional question “If more options were available, would you use public transportation?” The majority of respondents reported using a personal vehicle to get to Social Activities/Recreation activities (96%).

**Figure 16: If more options were available, would you use public transportation?**

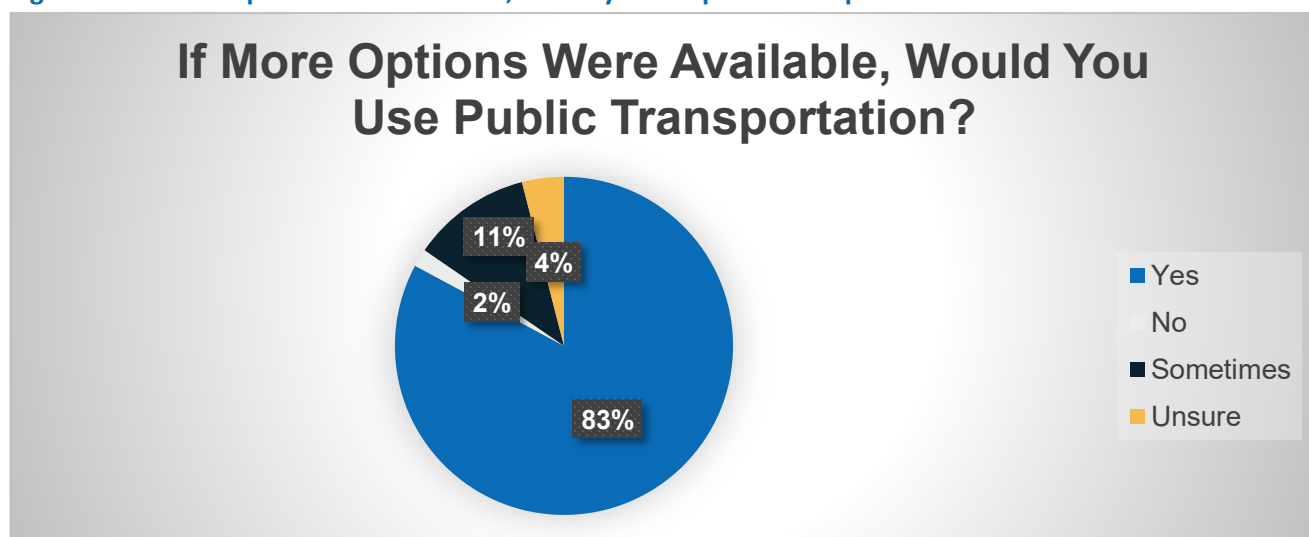
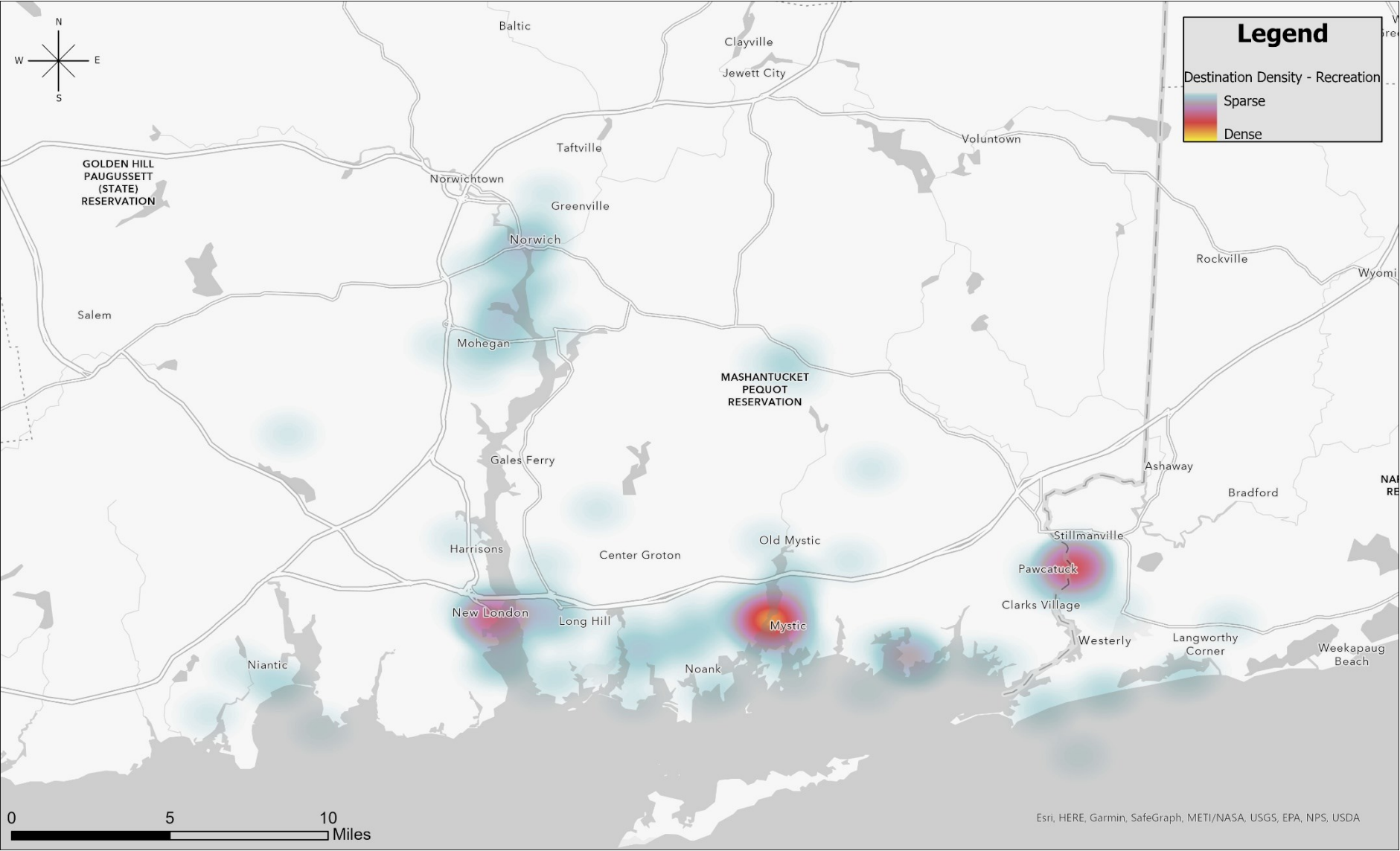


Figure 17 is a heat map that illustrates the distribution of map markers for the Social Activities/Recreation map marker.

**Figure 17: Map of Social Activities/Recreation Locations**



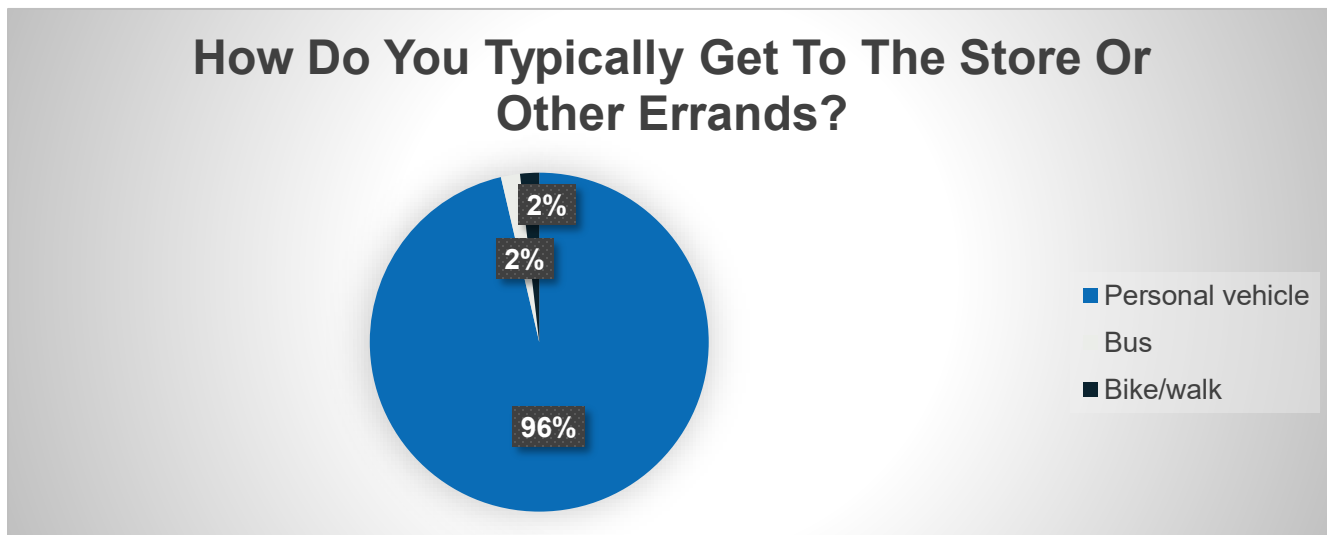
### 3.1.4. Errand Map Markers

There were 112 Errand map markers placed. There were two questions associated with this map marker.

- How do you typically get to the store or other errands?
- If more options were available, would you use public transportation?

Of the 112 Errand map markers, 110 provided additional details by answering the additional questions “how do you typically get to the store or other errands”. The majority of respondents reported using their personal vehicles (96%), and the remaining respondents reported using the bus (2%) or biking/walking (2%).

**Figure 18: How do you typically to the store or other errands?**



Of the 112 Errand map markers, 109 provided additional details by answering the additional questions “If more options were available, would you use public transportation”? The majority of respondents reported using their personal vehicles (96%), and the remaining respondents reported using the bus (2%) or biking/walking (2%).

**Figure 19: If more options were available, would you use public transportation?**

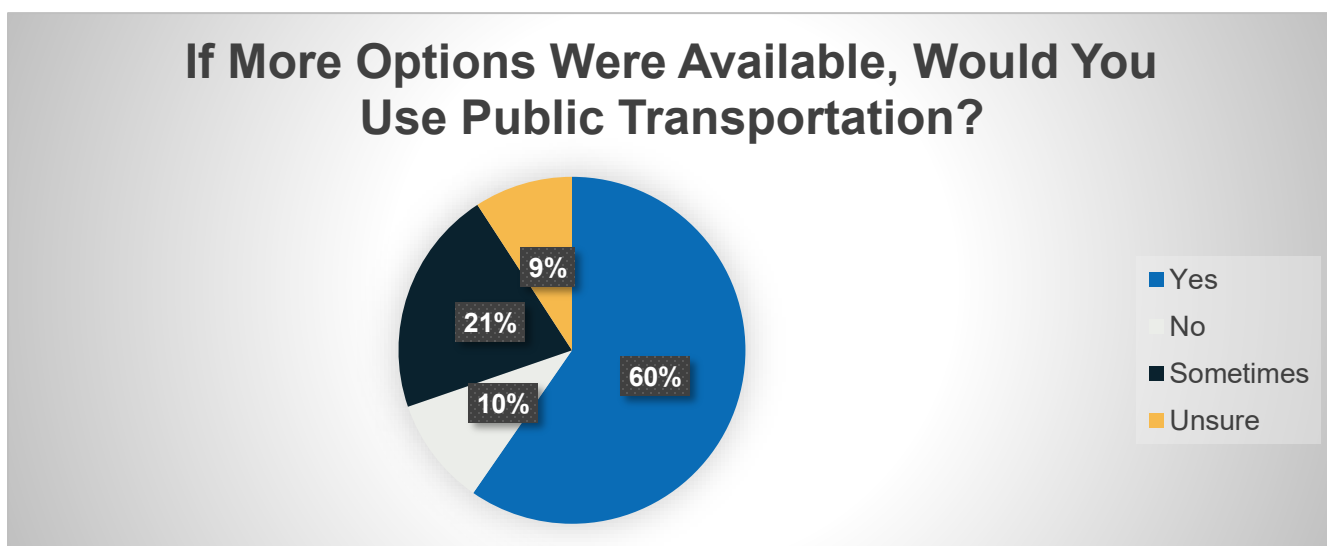
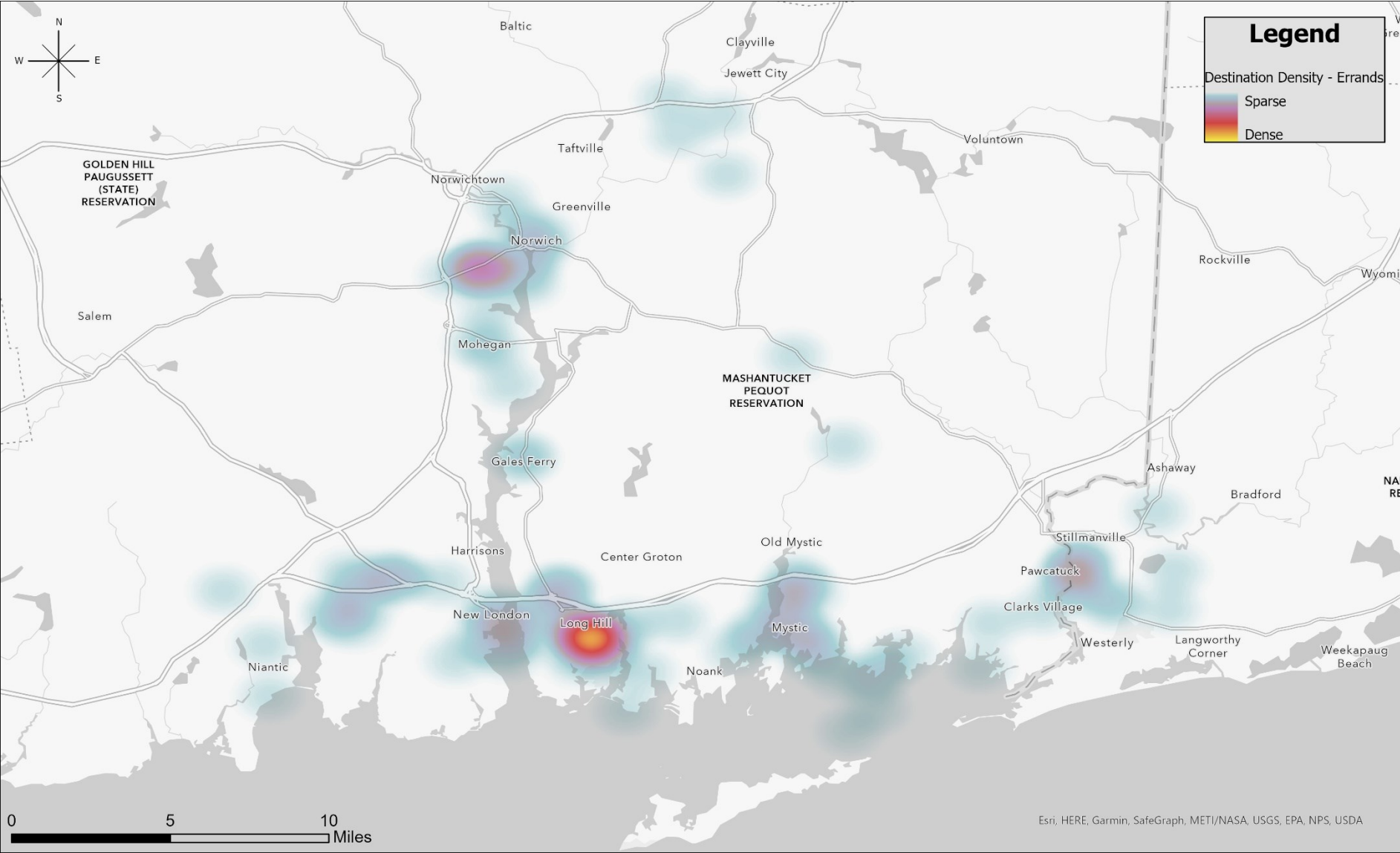


Figure 20 is a heat map that illustrates the distribution of map markers for the Errands map marker.

Figure 20: Map of Errand Locations



### 3.1.5. Public Transportation Markers

There were 108 Public Transportation map markers placed. Respondents were asked to place a map marker on a map where they would like to see public transportation. There was one question followed by an open-ended option to provide further details.

- What would you like to see here?
- Open-ended follow up to the question

Of the 108 Public Transportation map markers, 96 provided additional details by answering the additional question “What would you like to see here?” The top three responses were a new station (35%), a new passenger rail service (33%), and an improved passenger rail service (20%).

**Figure 21: What would you like to see here?**

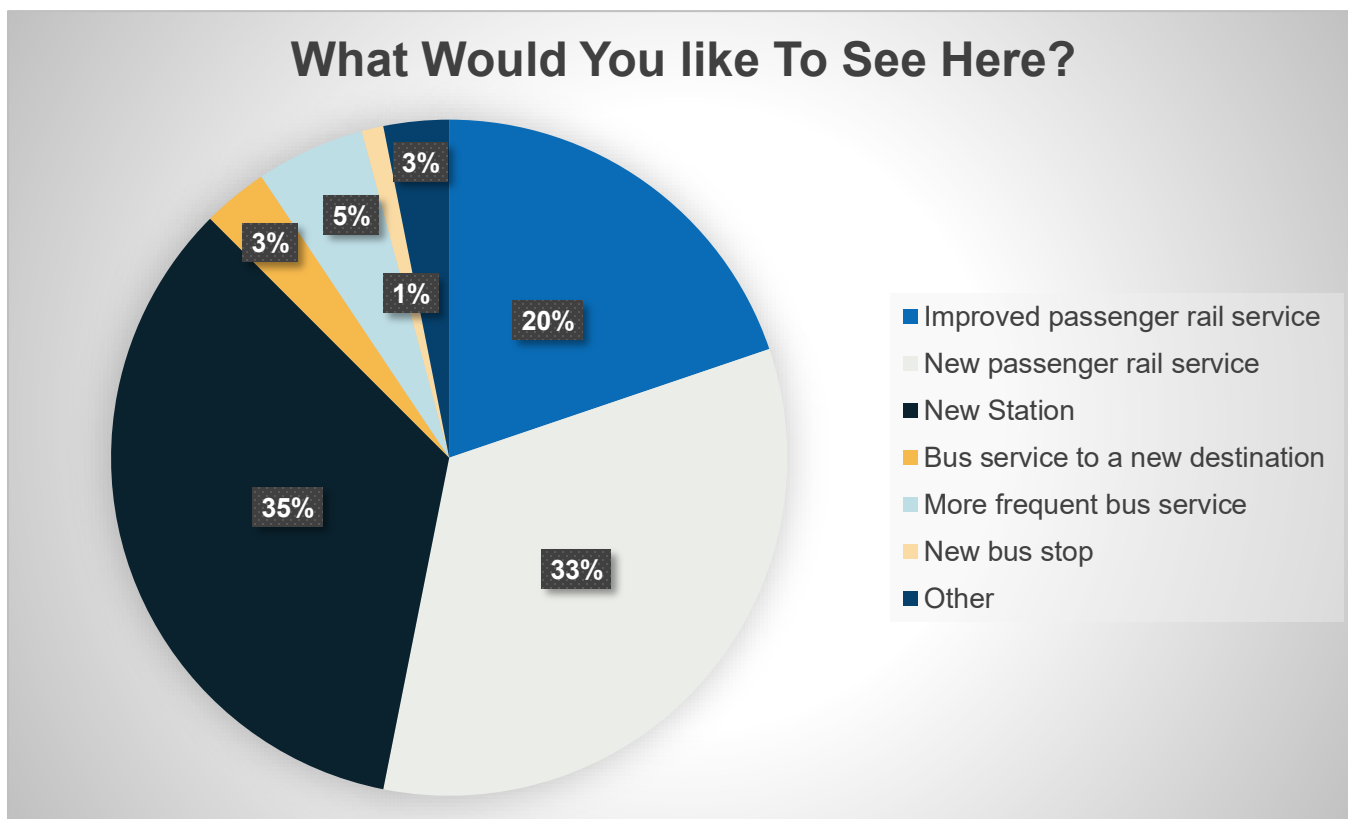
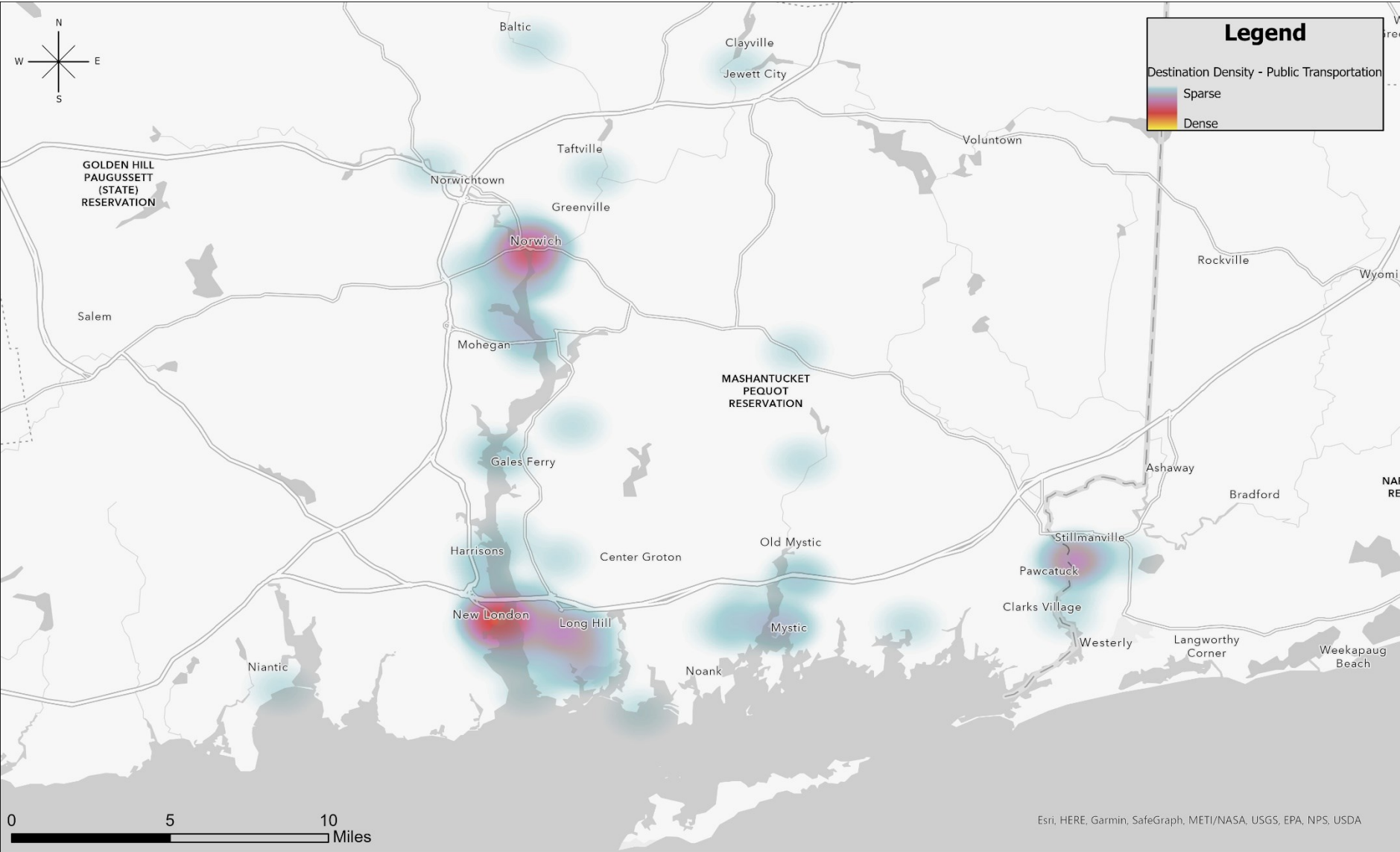


Figure 22 is a heat map that illustrates the distribution of map markers for the Public Transportation map marker.



Figure 22: Map of Public Transportation Locations



There were 61 open-ended comments left on the map marker screen. Below are the comments received (in no particular order) and in parenthesis is the map marker the comment is associated with.

- More frequent times (Improved passenger rail service)
- Eastern (New passenger rail service)
- Uconn (New passenger rail service)
- Mohegan sun is a big tourist destination, and many people who I help are from New York and the western side of the state where passenger rail already exists (general comment, no map marker)
- Norwich should be used as a hub for southeastern transit once again. in general, there's a lot of areas that could benefit from transit past Norwich. trains into Willimantic and Storrs would help with college students, Baltic residents have been pushing for a stop for quite some time, a route between Hartford and providence (hrs. or otherwise) would benefit traffic on US 6, trains into Worcester from New London would allow for more connections into Boston (New passenger rail service)
- for future Mohegan expansion (New station)
- from Norwich to Hartford, east to Plainfield, Putnam, Providence (New station)
- New London - Worcester via Norwich (New passenger rail service)
- As a resident who is passionate about public transportation and TOD, Putnam would be an excellent stop on a line between Worcester and providence (New passenger rail service)
- weekend trips to Providence and or Boston. (Improve passenger rail service)
- Passenger rail service to Mohegan Sun, Norwich, UConn, and Springfield. (New passenger rail service)
- Would be a great draw to the area and encourage all the commuters from East Lyme and Niantic who go to New London and Groton to use the commuter rail because EB and Phyzer parking suck so badly. (New station)
- Stop between Norwich and Hartford (New station)
- Stop by the college for student and staff commuters (New station)
- Stop between Colchester and Hartford (New station)
- Extend Hartford rail to Blue Back Square (New station)
- Extend Hartford rail to Westfarms mall (New station)
- Commuter stop for EB (New station)
- To alleviate parking congestion in downtown Mystic, there should be a frequent shuttle from the hotel areas off of Exit 90 to the heart of Downtown Mystic. (More frequent bus service)
- Some Acela trains should stop in New London (Improve rail service)
- Improve the Mystic train station to allow more frequent Amtrak trains to stop there (including increased SLE service!) (Improve passenger rail service)
- A Groton station should go here, coupled with pedestrian and zoning improvements along Long Hill Road between Route 349 and Route 117. This could be a high-density, pedestrianized area. (New station)
- Train service to New Haven with connections to NYC could revitalize Norwich (New passenger rail service)
- Norwich is investigating a new business park--why not use the infrastructure we already have and encourage businesses to move downtown near the new train station? ("Just three hours from NYC and two hours from Boston!") (Other)
- New Shore Line East Service at Westerly Station (Improve passenger rail service)
- I would love for a train to stop here that goes all the way to Hartford or Boston (Improve passenger rail service)
- Bus service between Norwich - New London - Groton that is more frequent, especially during morning commuting times. The number of stops and sluggish pace make it impractical for reliably commuting between cities Mon-Fri. (More frequent bus service)

- Light rail (Shoreline East expansion) between New London and Norwich would be useful. Going between these two places by car is a very common travel pattern, especially for entertainment purposes like restaurants or shows. Train service would make this more attractive. (New passenger rail service)
- It would be nice if the Shore Line East were to be extended to Kingston/URI, or even Providence; then it could link the MTA-MNR and MBTA-CR (New passenger rail service)
- Amtrak is so expensive and is only transport that goes here - would love a bus or cheaper option from NYC where I don't have to switch from metro north to Amtrak (New bus stop)
- the trains to Mystic are SO expensive that i usually make someone drive to pick me up in New London on a different train to avoid high costs (Improve passenger rail service)
- I love the idea of passenger rail between New London and Norwich. (Improve rail service)
- If there's room on the Amtrak, I should be able to take it to New Haven at the same price as Shoreline East - this would effectively add capacity as well as improve commuter service. (Improve rail service)
- Ideally, rail access to New York, TF Green, Providence, Boston and Logan would be available from this location. Any gaps in the system cause consumers to default back to automobile use. (New station)
- Possibility of future SLE service to Kingston (New passenger rail service)
- Better bus service to Westerly from the rest of RI (Bus service to a new destination)
- CTrail commuter rail and MBTA commuter rail connecting at this station (New passenger rail service)
- higher frequency rail service. (New passenger rail service)
- A station in the center of Groton would help out a bunch in traveling to different places in the east coast, and would eliminate the need to take the bus to and from New London to actually take the SLE train. (New station)
- Trains to go here (New passenger rail service)
- A bridge across the Thames to connect the P&W with the NECR line allowing for connections to both Groton City/Subase/Gales Ferry & Uncasville/Mohegan/Norwich Transportation Center (Other)
- I'd love to see an extension of Norwich Transportation Center over the nearby NECR rail line with a lobby and platforms for passenger rail service (New station)
- The construction of a Pedestrian Bridge, Complete Electrification, and Level Boarding (Improved rail service)
- More frequent bus along I-95 to New London (More frequent bus service)
- I would like to have a service that brings Eastern CT residents to Hartford. Specifically Groton to Hartford without making it a 4+hr trip. (New passenger rail service)
- A new station in the center of Groton would greatly improve the ease of transportation for the entire community of Groton. (New station)
- EB is a major employer and yet effectively every employee has to drive a personal vehicle to work due to lack of any public transit that makes frequent enough stops on a short enough trip to make commuting feasible. (More frequent bus service)
- As a Groton resident, I don't want to have to drive into Mystic, and yet it seems like the only reasonable option. Going westward, having to go to the New London station is a pain. Having a station in town + other public transit to get people to and from common destinations in Groton (Long Hill, EB, Avery Point, Denser Residential Areas) would be fantastic. Node on map not indicative of actual location of station preferred - just something in town. (New station)
- Dense residential area yet no public transit support for common local destinations for shopping, errands, work (Sub Base/EB?), or a potential train station in Groton. Given location, can also include Gales Ferry in Ledyard as a destination. Buses seem most feasible as laying train infrastructure in area probably unlikely. (Bus service to a new destination)
- Just pointing out that there is an airport right there near a region slated for gains in employment and population. (Other)

- We use the train to go to NYC and would use it to go to Boston and Canady. Would like the passenger service to be continued north to create a Brain Train corridor to colleges in CT and MA. (New passenger rail service)
- Extend shore rail from NYC so I don't have to drive to Madison and park (Improved passenger rail service)
- Rail to PVD airport and more direct to NYC (New passenger rail service)
- Connect New London to Groton would be great (New passenger rail service)
- Train station in Groton with plenty of free parking (New station)
- To attend relatives and friends who live near Westerly RR Sta (New passenger rail service)
- More frequent trains to New London and add trains to Mystic, Stonington, Westerly and Providence. (Improved passenger rail service)
- Bus service to more places in Groton. (More frequent bus service)
- Make getting across the river easier (Bus service to a new destination)
- Regular Shoreline East service to New Haven/Metro North connection (Improved passenger rail service)
- Many trains don't stop in New London...high speed that will not be under water in 30 years? (Improved passenger rail service)

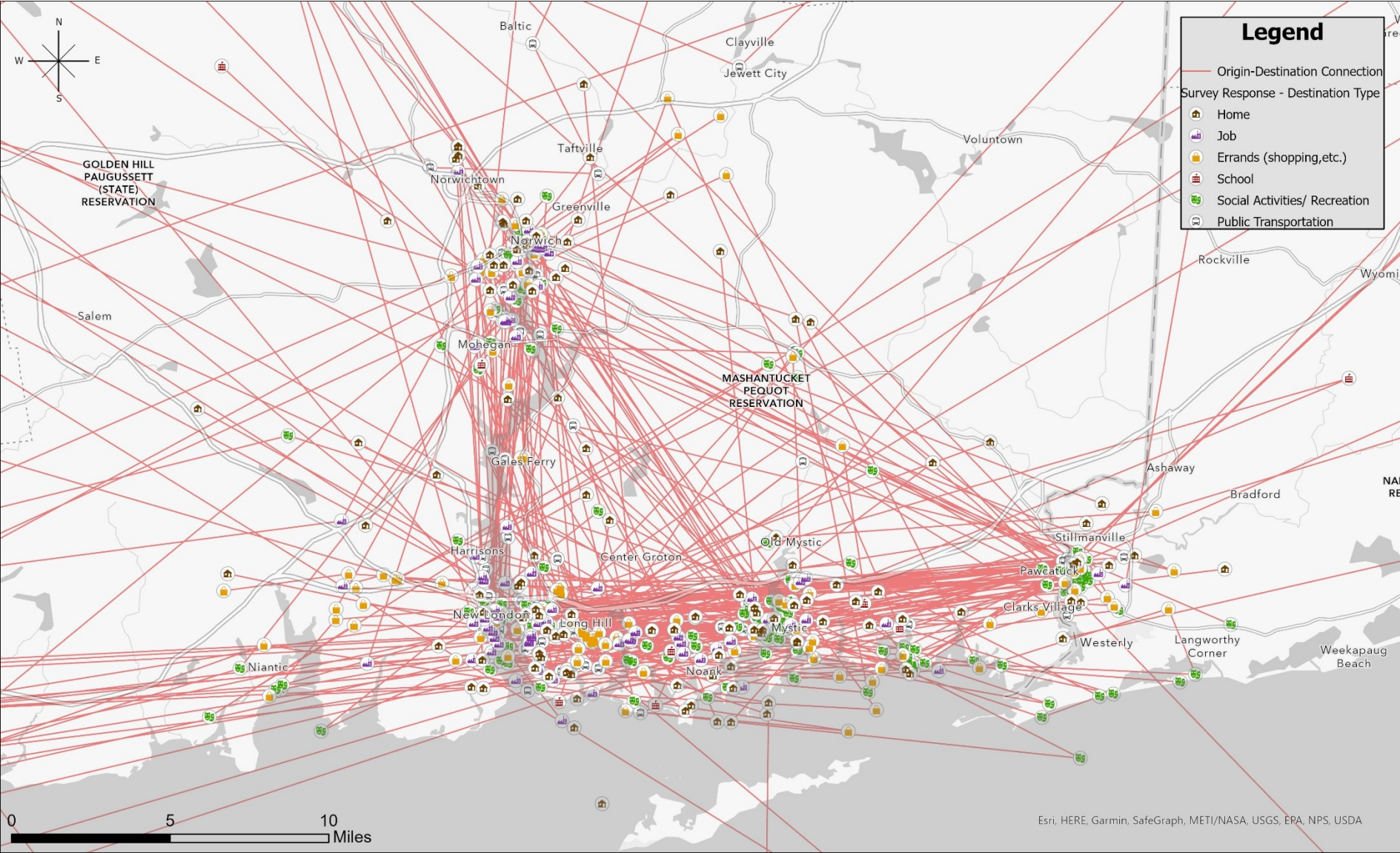
There were two general comments left on this screen. These comments were not attributed to any specific question on Screen 2:

- I often travel by Amtrak Northeast Train. Having rail transportation from Norwich to connect to the Northeast Amtrak Train North or South would be a true benefit to residents living in Norwich and surrounding towns
- Restoration of the Hop River Line from Manchester/Vernon-Willimantic to allow for Hartford-Norwich/New London rail via CSOR, NECR, & P&W

Figure 23 is a map that depicts origin and destination paths in red.



Figure 23: Map of Origin/Destination Pairs



The Travel Preferences screen asked survey respondents to provide preferences based on five questions. The five questions are:

- Where do you want to go?
- How do you get there now?
- What transportation would you use?
- What do you consider close enough?
- What is most important to you?

### Figure 24: Travel Preferences Screen

3
TRAVEL PREFERENCES
For each set of images, choose the image you prefer.

Where do you want to go?


How do you get there now?


What transportation would you use?


What do you consider close enough?


What is most important to you?


Where do you want to go?  
*Where would you most want public transportation to take you?*



Commute to work, school or other on a daily basis


Shopping or run errands


Entertainment or social events


Travel outside of eastern CT


Other (click speech bubble to leave a comment)

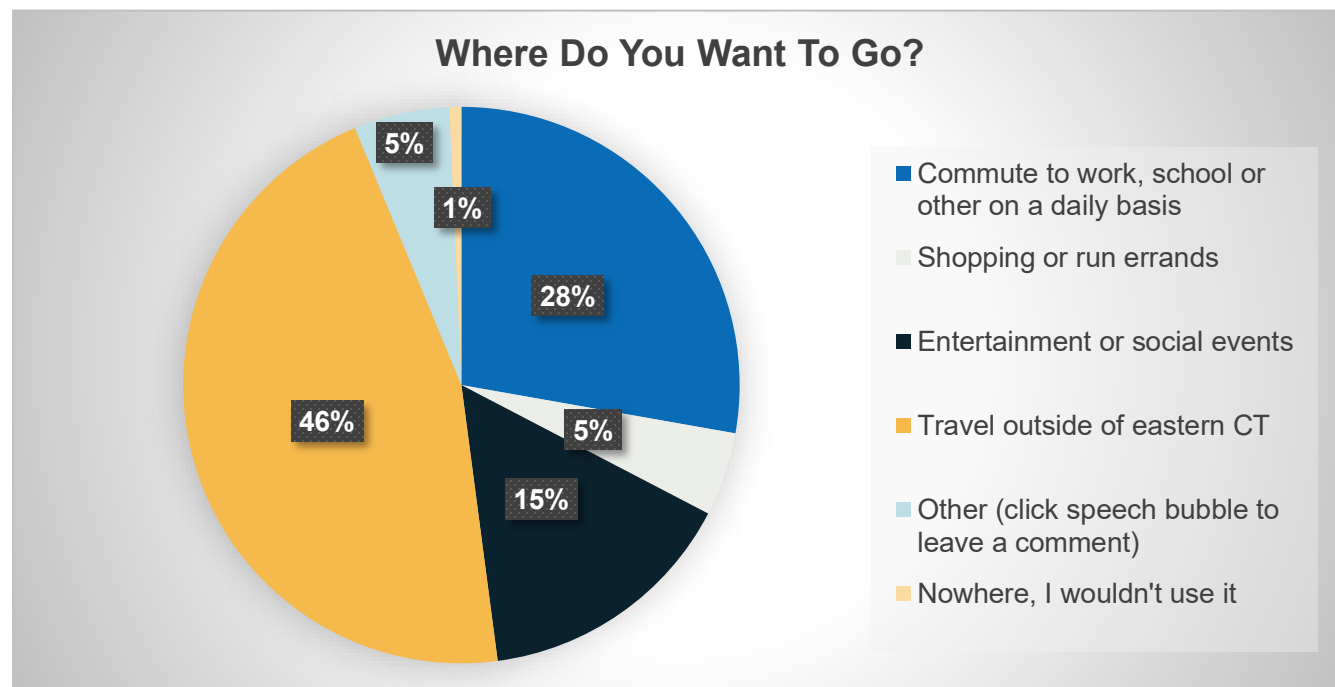

Nowhere, I wouldn't use it



### 4.1.1. Where do you want to go?

The first question asked survey respondents where they are traveling to along the corridor. The results show that the majority of survey respondents (English and Spanish) use the corridor to travel outside of Eastern Connecticut (46%), and to commute to work, school or other on a daily basis (28%). The following graph shows the distribution of responses.

Figure 25: Where do you want to go?



Survey respondents left 12 comments specific to the question “Where do you want to go?” All the comments are listed below:

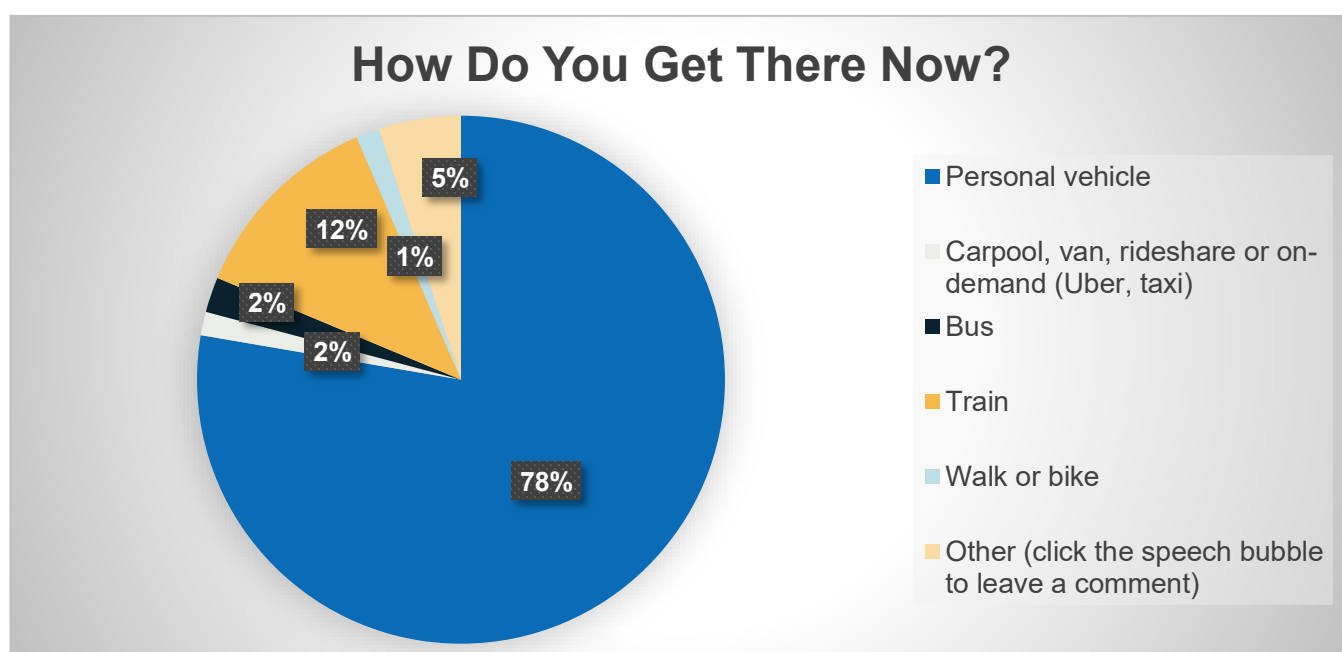
- Besides needing more frequent trains to New Haven and NYC, we'd use them locally for errands and cultural events if frequency and schedules were better.
- as I can't select two most of my friends live along the northeast corridor and it would be wonderful to take public transit most of the way down
- I go to Groton Long Hill Road at least 4 times a week for medical appointments, grocery shopping. I go to Norwich for dentist cleaning 3 X a year and other doc appts 3 times a year.
- I have a home in Manhattan & a home near Norwich. I'd like to travel easily between them on public transportation.
- I often want to go to New Haven, Bridgeport, and NYC, but the train schedules are so inconvenient. If I want to see a show in NYC, it often means waiting for a crazy late/early the next day train to get me just to new London. I'd love to have a train that gets me back to Norwich. It may be asking for a lot to have them running all night, but at least get me close to home, and without having to book with Amtrak.
- Work is most important, but I'd rather be able to live entirely without a car were it possible, including social events and errand running.
- Mostly that but pretty much All of the Above
- I live in Mystic and work in Hartford. I would use an express commuter bus from New London, Groton or Norwich to get to my office in Hartford.
- Literally all of the above!!

- The route needs to go to PVD/Green airport. No need to get to the RI border town. Would not ride unless airport is included.
- to the beach, hiking trails, or other outdoor activities
- medical appointments: Branford, New Haven, Stanford. As I continue to age, Waterford and Norwich will become more challenging re: driving. I-95 not good.

### 4.1.2. How do you get there now?

The second question, which builds off the first, asked survey respondents how they travel to their preferred destination using the corridor. The results show that the large majority of survey respondents (English and Spanish) prefer to travel using personal vehicles (78%).

Figure 26: How do you get there now?



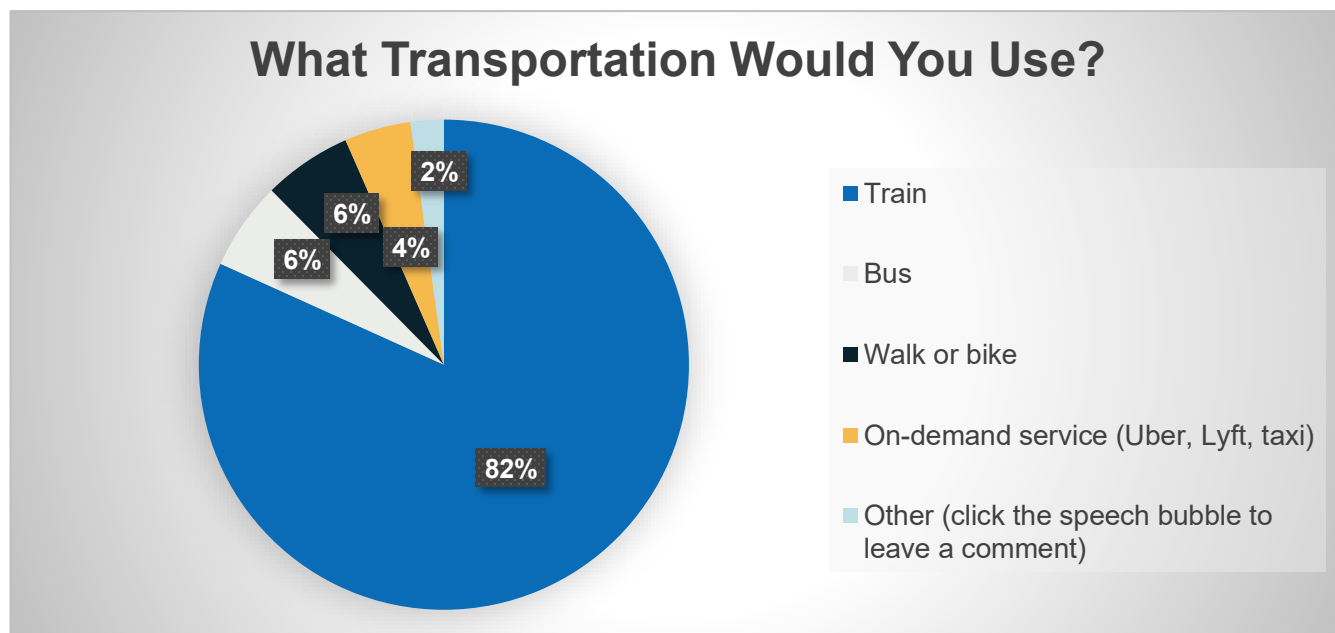
Survey respondents left seven comments specific to the question “How do you get there now?” All the comments are listed below:

- We try to use the train, but usually have to default to personal vehicles due to poor schedules and lack of frequency.
- Rental vehicle
- There is no other way to get where I go . If I could get near enough to walk to my destination, I would take public transport if it took less than 2X as long as taking my car.
- Sometimes I can make a train work for me, but usually I drive to New Haven or Bridgeport and park there, then catch metro north
- To get to Boston, I drive to Wickford Junction and take the MBTA. To get to NYC, I drive to New London and take SLE/MetroNorth.
- Whatever I can manage/is cheapest—carpool, bus, etc
- Most convenient. Low cost. Doesn’t cost me extra taxes to support the service.

### 4.1.3. What transportation would you use?

The third question asked survey respondents which other transportation option they would prefer to use through the corridor. The large majority (English and Spanish) reported the train would be a transportation option they would consider (82%).

Figure 27: What transportation would you use?



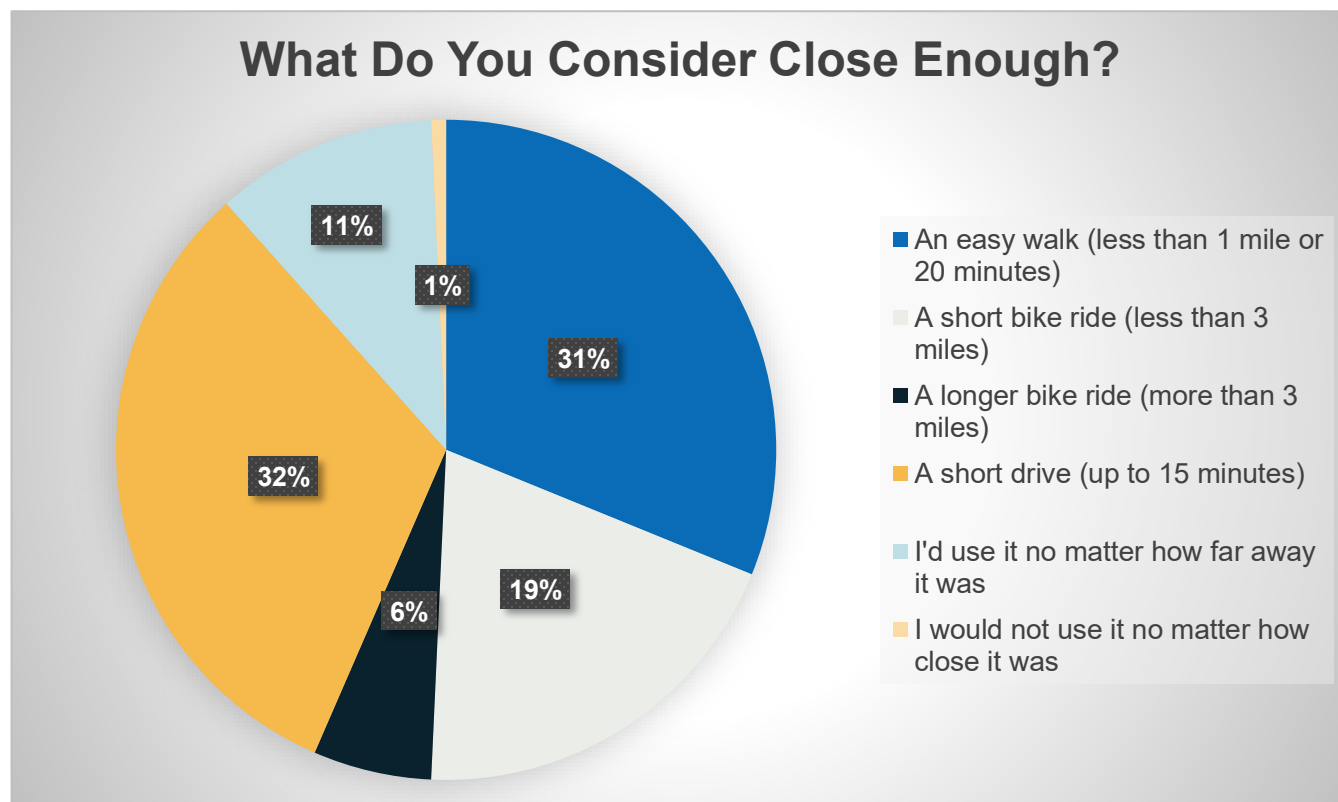
Survey respondents left four comments specific to the question “What transportation would you use?” All the comments are listed below:

- All of the above
- Depends on time it would take and cost.
- I loved the trains when I lived in Fairfield county. If buses ran late night and were ready to coordinate with the train schedule I'd consider using a combination of both. Also let's not leave bikes out of this conversation. I would definitely bike more if there were more direct bike routes, especially if I got an E bike. I might even bike to work in Waterford if it wasn't such a snakey route. If there was a bike path along 395 I'd use it.
- Bike OR bus, depending

#### 4.1.4. What do you consider close enough?

The fourth question asked survey respondents to choose a timeframe they consider close enough for preferred travel. Responses varied however the top three responses were, a short drive (32%), an easy walk (31%), and a short bike ride (19%).

**Figure 28: What do you consider close enough?**



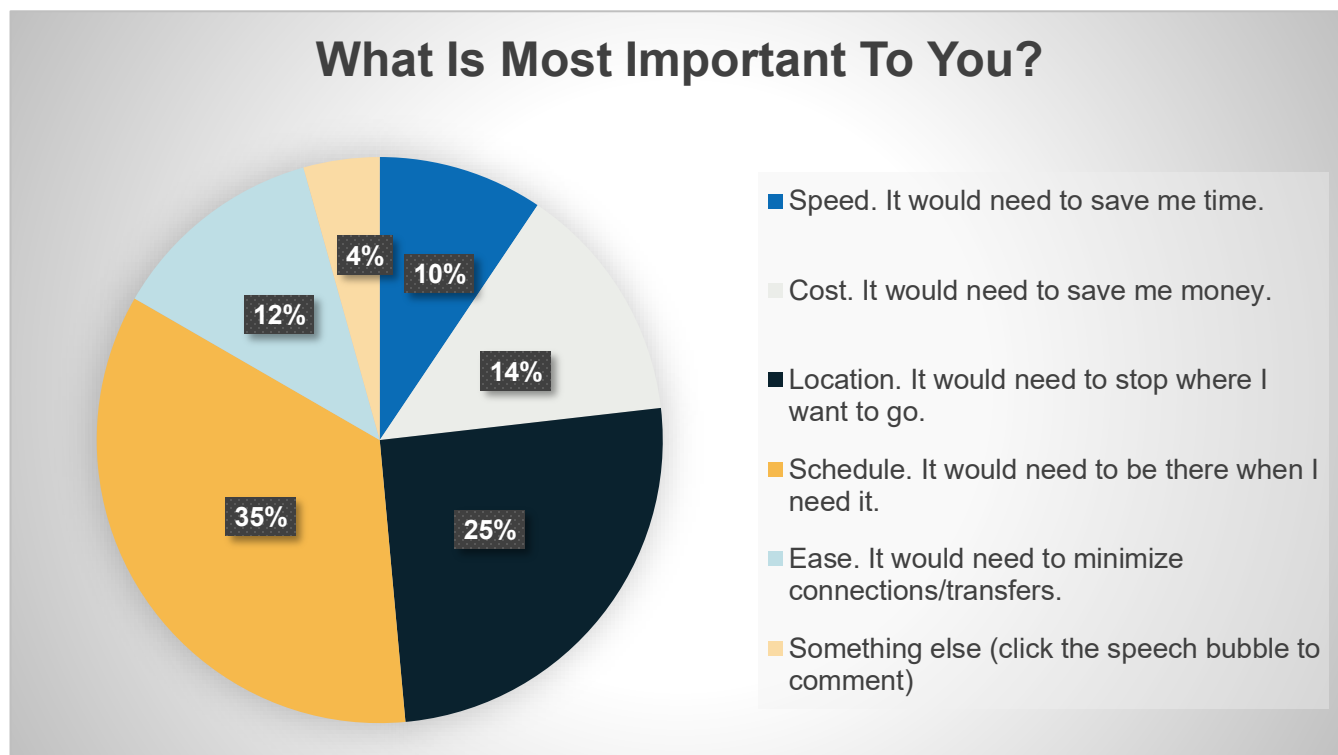
Survey respondents left two comments specific to the question “What do you consider close enough?” All the comments are listed below:

- It needs to have easy and inexpensive parking. 15 minutes would be a lot because that'd mean outside of Norwich, and I'd love to see a train station here in Norwich
- For commuting, close by. A quick walk or short bike ride (as in Europe). For longer trips, I would drive to a station.

### 4.1.5. What is most important to you?

The fifth and final preference question asked survey respondents to choose which factor is most important in considering transportation options. Responses varied however the top three factors include schedule (35%), location (25%), and cost (14%).

Figure 29: What is most important to you?



Survey respondents left 14 comments specific to the question "What is most important to you?" All the comments are listed below:

- Ease as well, people won't use transit if they can't understand it. an app connecting northeast area transit groups would be cool
- Location as well
- All of the above
- Bus service needs to be frequent and add no more than 15 mins or so of additional time, in order for it to be an attractive alternative to single-occupancy vehicle commuting.
- Usually if I'm taking the train, it's because I went out to bars and I don't want to drive home, so late night trains are huge
- Frequency of service
- I got to/from NYC often (and I know many others who do as well). ideally I don't have to spend >\$100 to do so, or pick random times by missing work to avoid crazy costs
- Love the train for very crowded areas avoid having to park
- Speed and Frequency, a good transit service should be equivalent to or faster than highways and run at high frequencies (hourly-30 min bare minimum ~15 min+ recommended), but really all of the above matter
- An express commuter bus during rush hour is workable although greater frequency would help.

- I'm older. Driving skills and vision will not improve. Want to use public transport to go beyond 15 minutes.
- Cost, schedule, and environment & etc woohoo
- Schedule AND location. Can't really be separated.
- Location, schedule, and ease are equally important. The entire trip has to work door-to-door.

There were two general comments left on this screen. These comments were not attributed to any specific question on Screen 3:

- Combo of car and train depending on prices
- All of the above!!!



## 5. Screen 4 – Questions

On the Questions screen, survey respondents were asked a series of questions around four topic areas. The topic areas include:

- Bus Transit Service
- Passenger Rail Service
- Connectivity
- Employment

**Figure 30: Questions Screen**

**4 QUESTIONS**  
Please answer the questions below. Any questions may be skipped.

**QUESTIONS**

**Bus Transit Service**  
○○○○○

**Passenger Rail Service**  
○○○○○

**Connectivity**  
○○

**Employment**  
○○○

**Bus Transit Service**

› On how many days during a typical week do you take local buses in southeastern CT?  
Select...

› On how many days during a typical week do you use regional buses in to or out of southeastern CT?  
Select...

› If transit services in southeastern CT were improved, which of the options below would you prefer?  
Select...

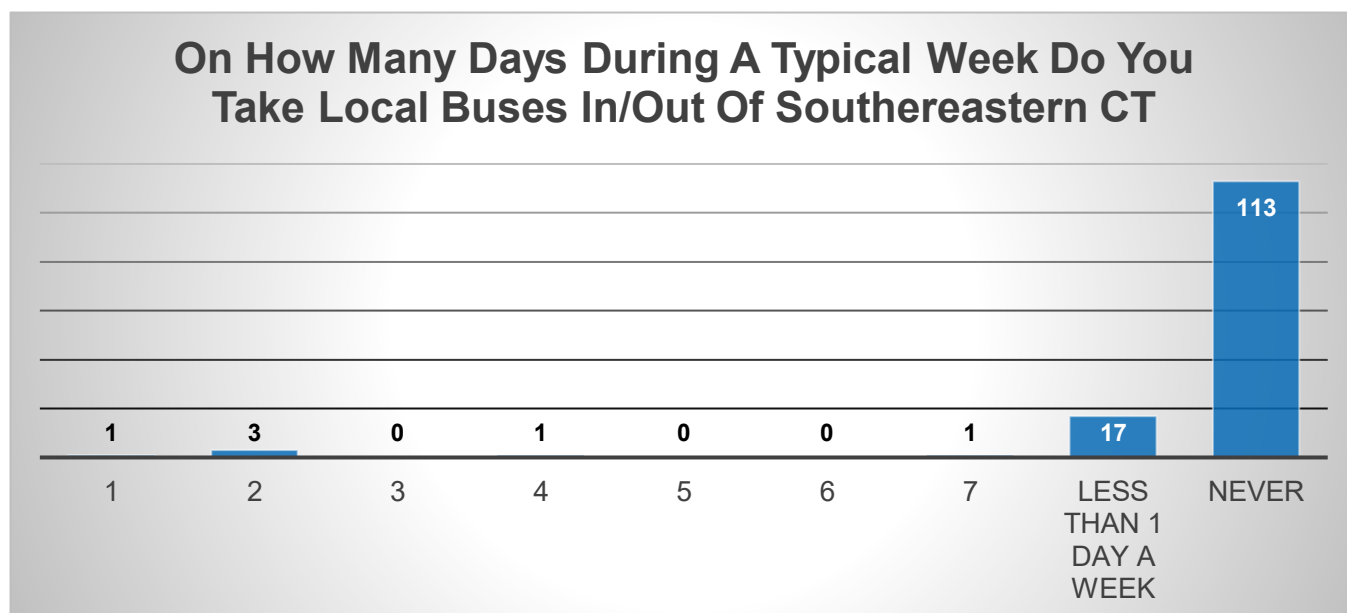
› If transit services in southeastern CT were improved, which of the options below would you prefer?  
Select...

Download

### 5.1.1. Bus Transit Service

In the series of bus transit questions, the majority of survey respondents stated they never use local buses in southeastern Connecticut (83%). The majority of respondents also reported that they never use regional buses in southeastern Connecticut (84%). Respondents had varying opinions when asked if transit services were improved if they prefer faster trips with fewer stops along the way (67%) or slower trips with more stops (33%). Respondents also expressed a preference for improvements that provide service spread evenly throughout the day (45%), with some respondents preferring extra service during the weekends (26%), and other respondents preferring extra service during weekday rush hour (23%).

**Figure 31: On how many days during a typical week do you take local buses in/out of southeastern CT?**



**Figure 32: On how many days during a typical week do you take regional buses in/out of southeastern CT?**

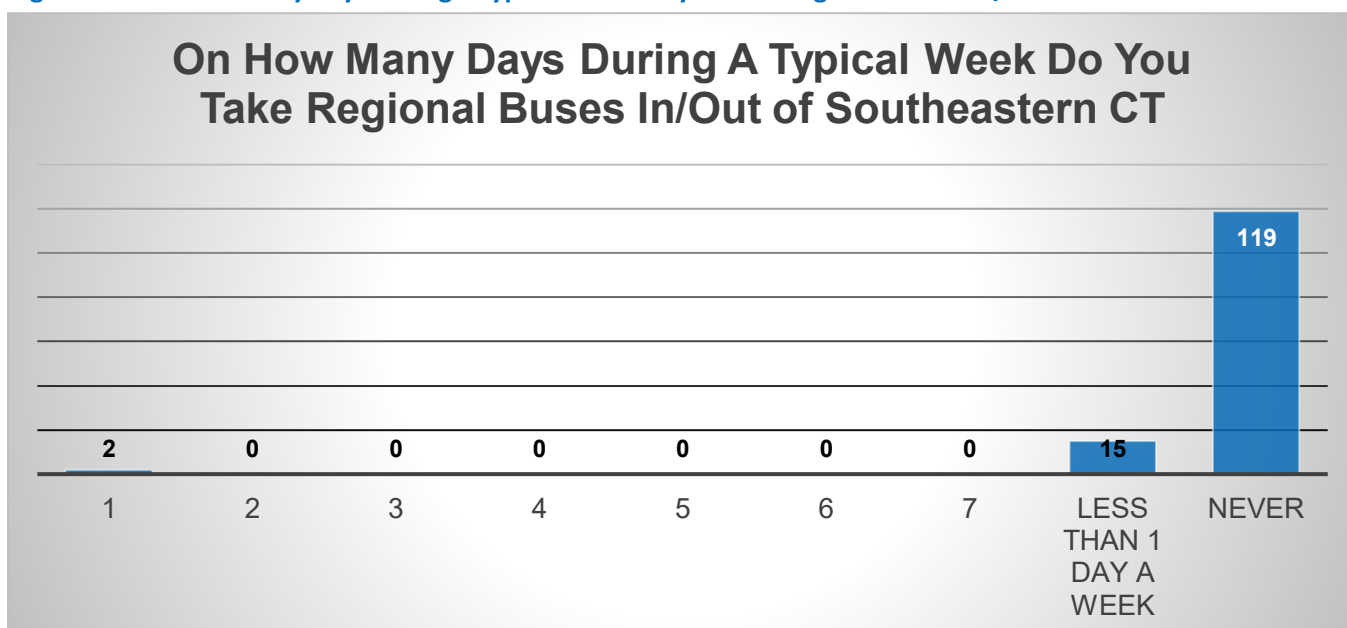


Figure 33: Transit improvement preferences (Stops)

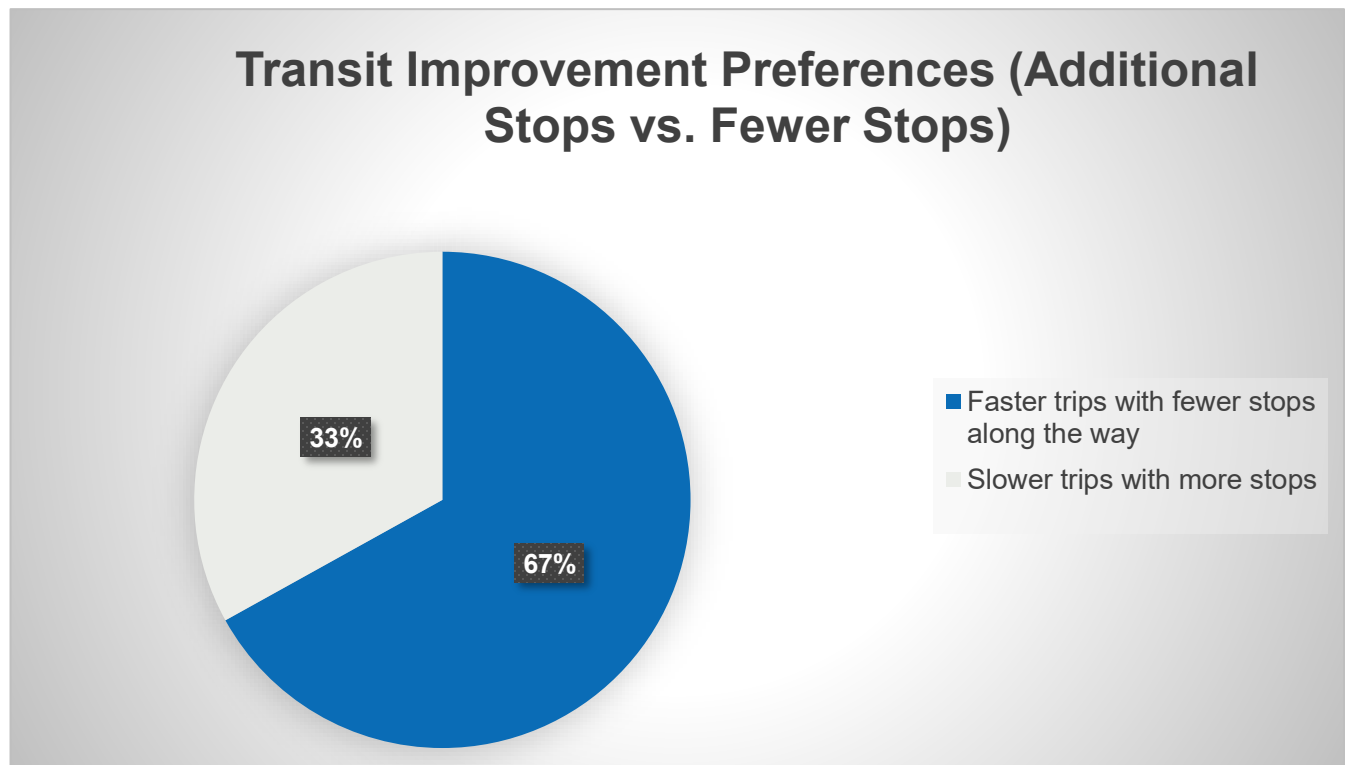
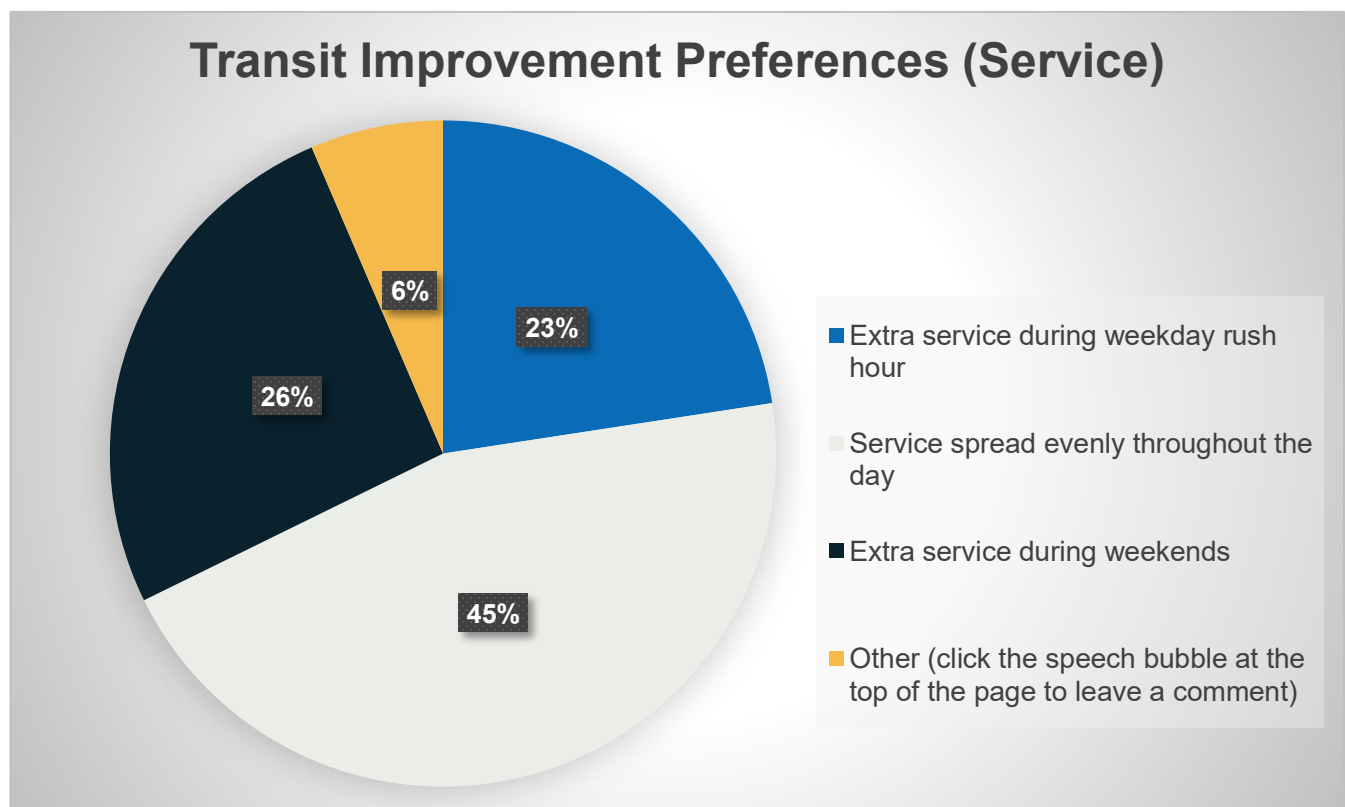


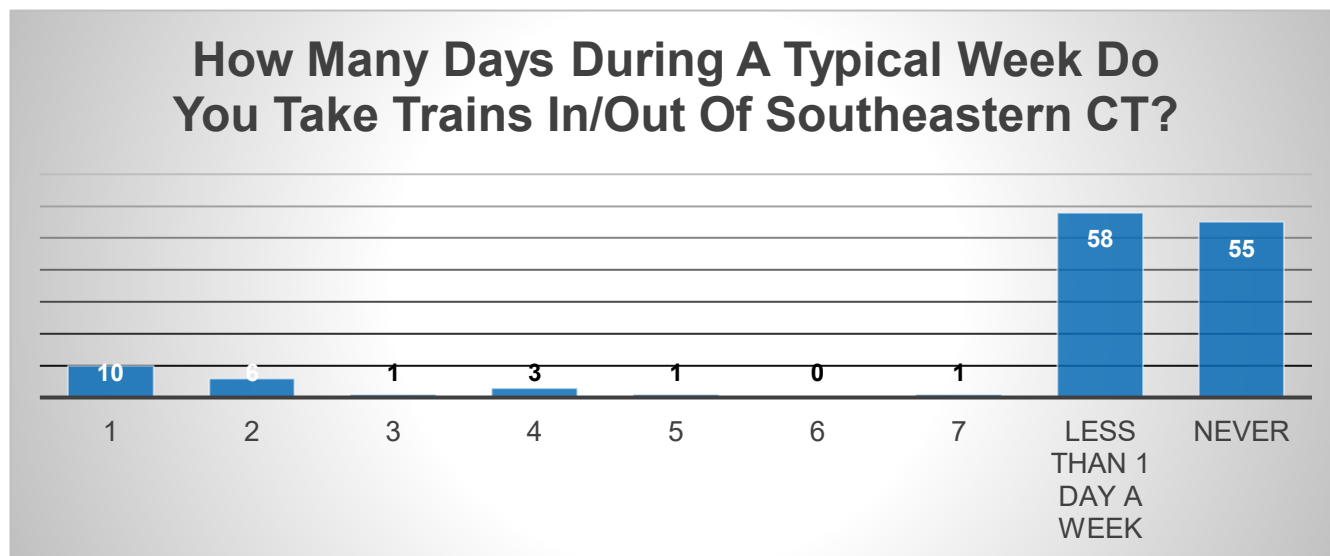
Figure 34: Transit improvement preferences (Service)



### 5.1.2. Passenger Rail Service

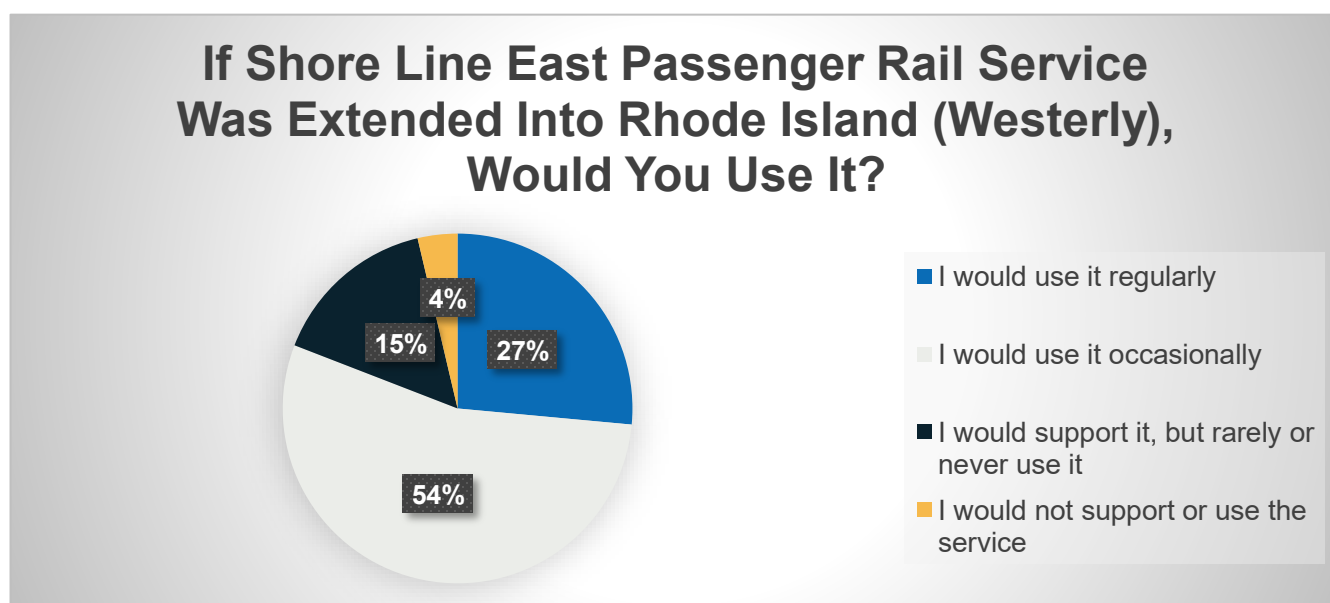
In the series of passenger rail service questions, the majority of survey respondents stated that they use trains into or out of southeastern Connecticut less than one day a week (40%), followed by respondents who report never using trains into or out of southeastern Connecticut (38%).

**Figure 35: How many days during a typical week do you take trains in/out of southeastern CT?**



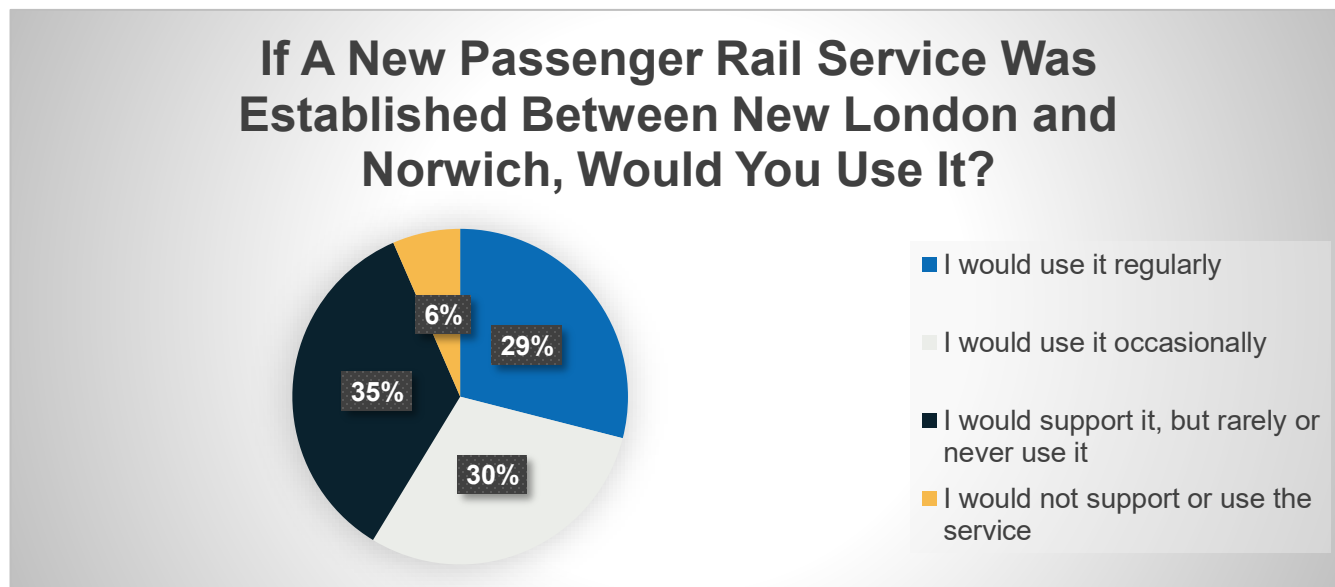
When looking at the Shore Line East passenger rail service, the majority of respondents reported that if Shore Line East service was extended into Rhode Island (Westerly), they would use it occasionally (54%) or regularly (27%). Of the 19% of respondents who said they would rarely or never use Shore Line East service into Rhode Island, the majority (15%) stated they are supportive of the expansion.

**Figure 36: If Shore Line East passenger rail service was extended into Rhode Island (Westerly), would you use it?**



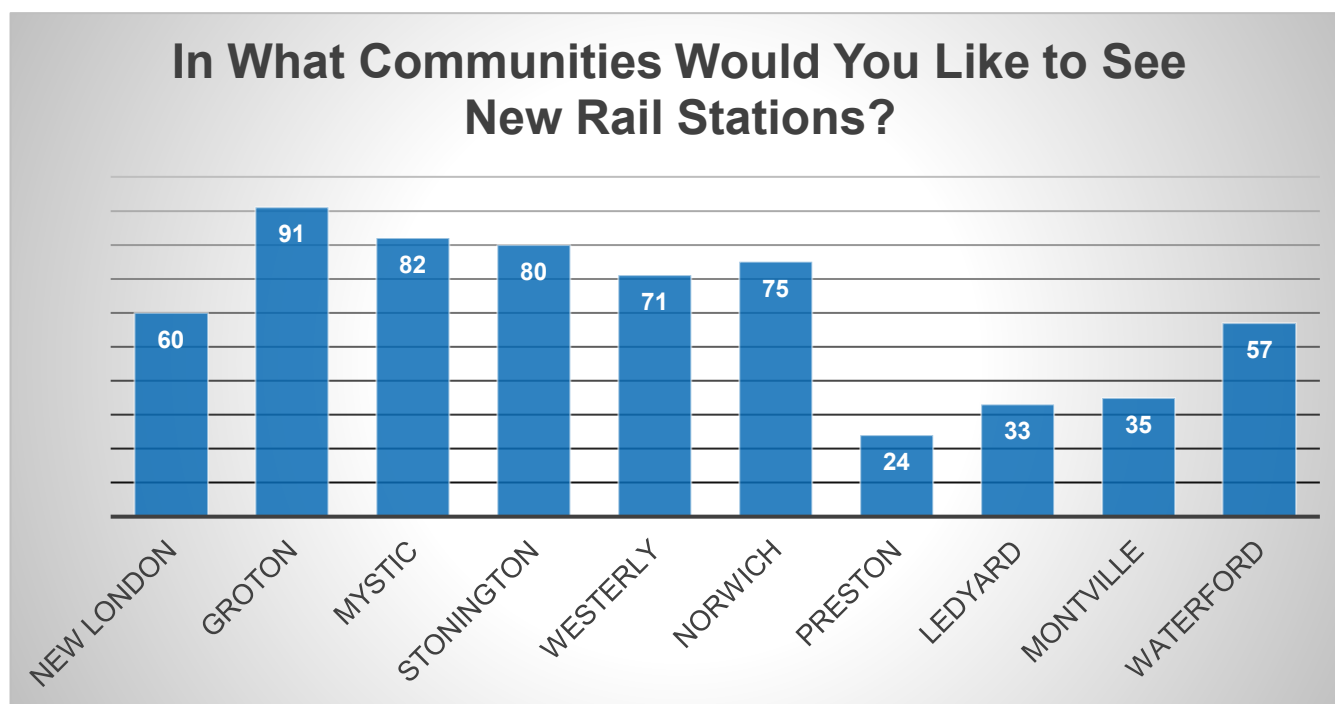
Survey respondents were asked if they would use a new passenger rail service if it was established from the City of New London to the City of Norwich. The majority of respondents expressed they would rarely or never use the rail service, but they are supportive of the new service (35%). Others reported they would use the service occasionally (30%) or regularly (29%).

**Figure 37: If new East passenger rail service was established between New London and Norwich, would you use it?**



When asked about passenger rail service expansion to new communities, the survey respondents were interested in seeing additional rail stations throughout southeastern Connecticut. The top five communities where survey respondents want to see service expansion are Groton, Mystic, Stonington, Norwich, and Westerly.

**Figure 38: In what communities would you like to see new rail stations?**

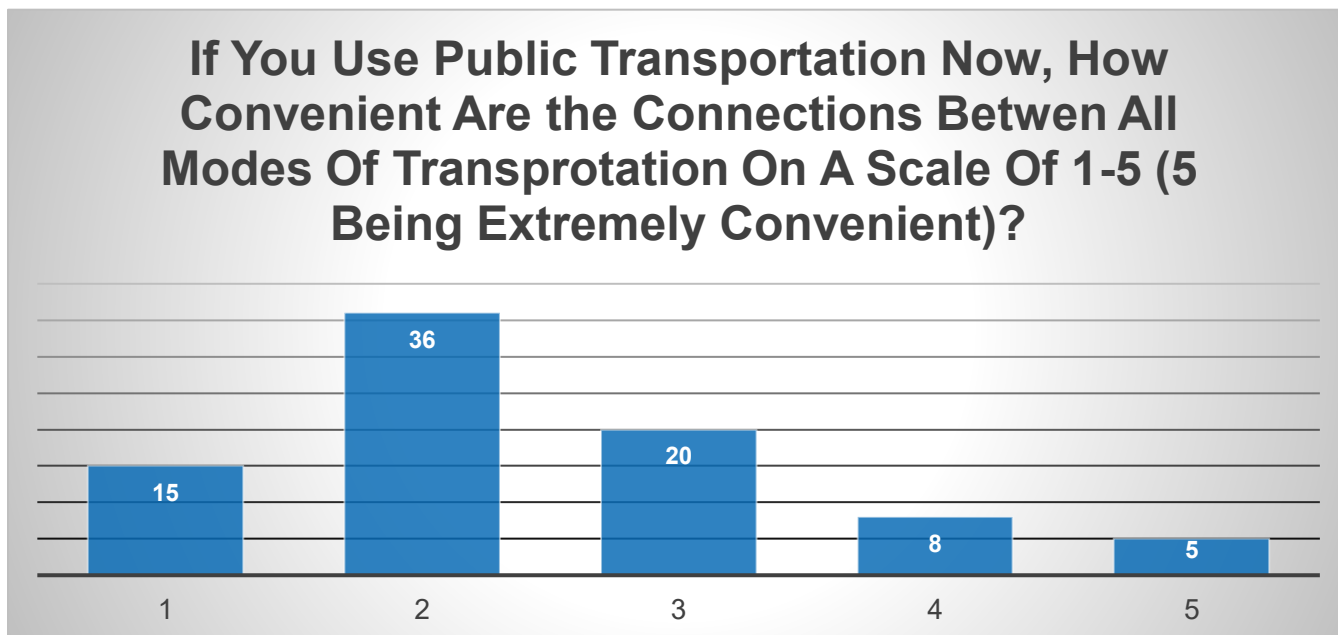




### 5.1.3. Connectivity

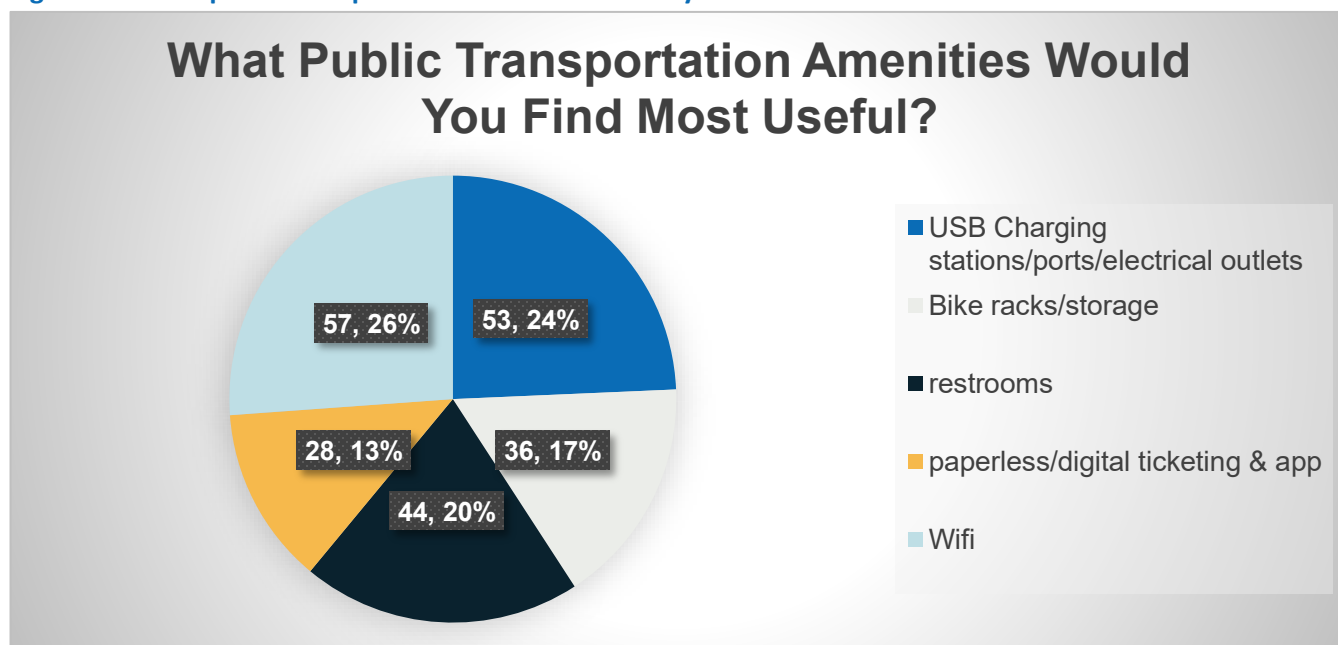
Survey respondents were also asked two questions related to public transportation connectivity. When asked how convenient the connections between all modes of transportation are, on a scale of 1 to 5 (with 5 being extremely convenient), the majority of survey respondents rated connectivity a 2 (41%).

**Figure 39: If you use public transportation now, how convenient are the connections between all modes of transportation on a scale of 1-5?**



Survey respondents were asked what transportation amenities respondents would find most useful. This open-ended question provided 245 suggestions, in 24 categories. The top five categories included: Wi-fi, USB charging stations/ports/electrical outlets, restrooms, bike racks/storage, and paperless/digital ticketing app.

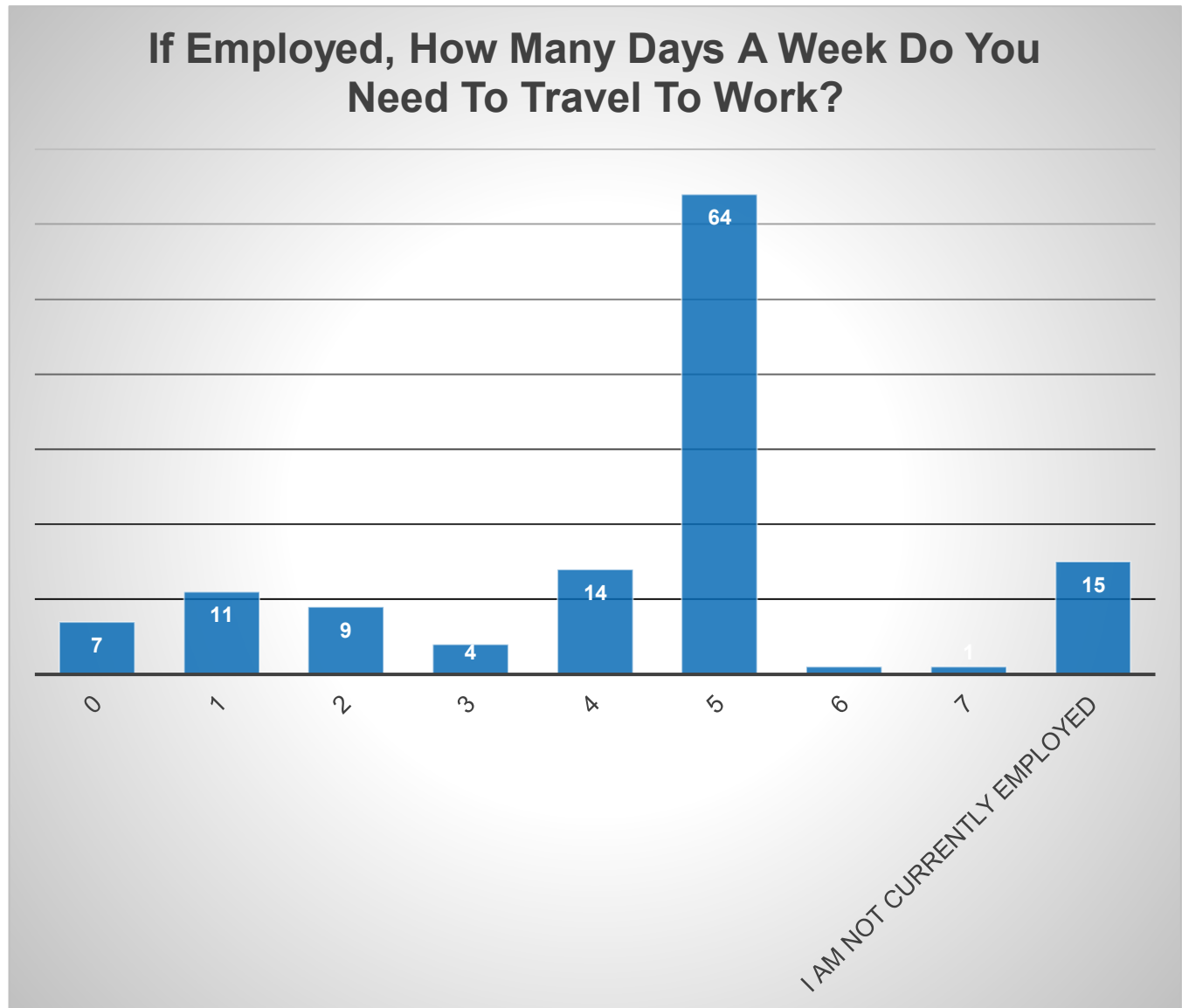
**Figure 40: What public transportation amenities would you find most useful?**



### 5.1.4. Employment

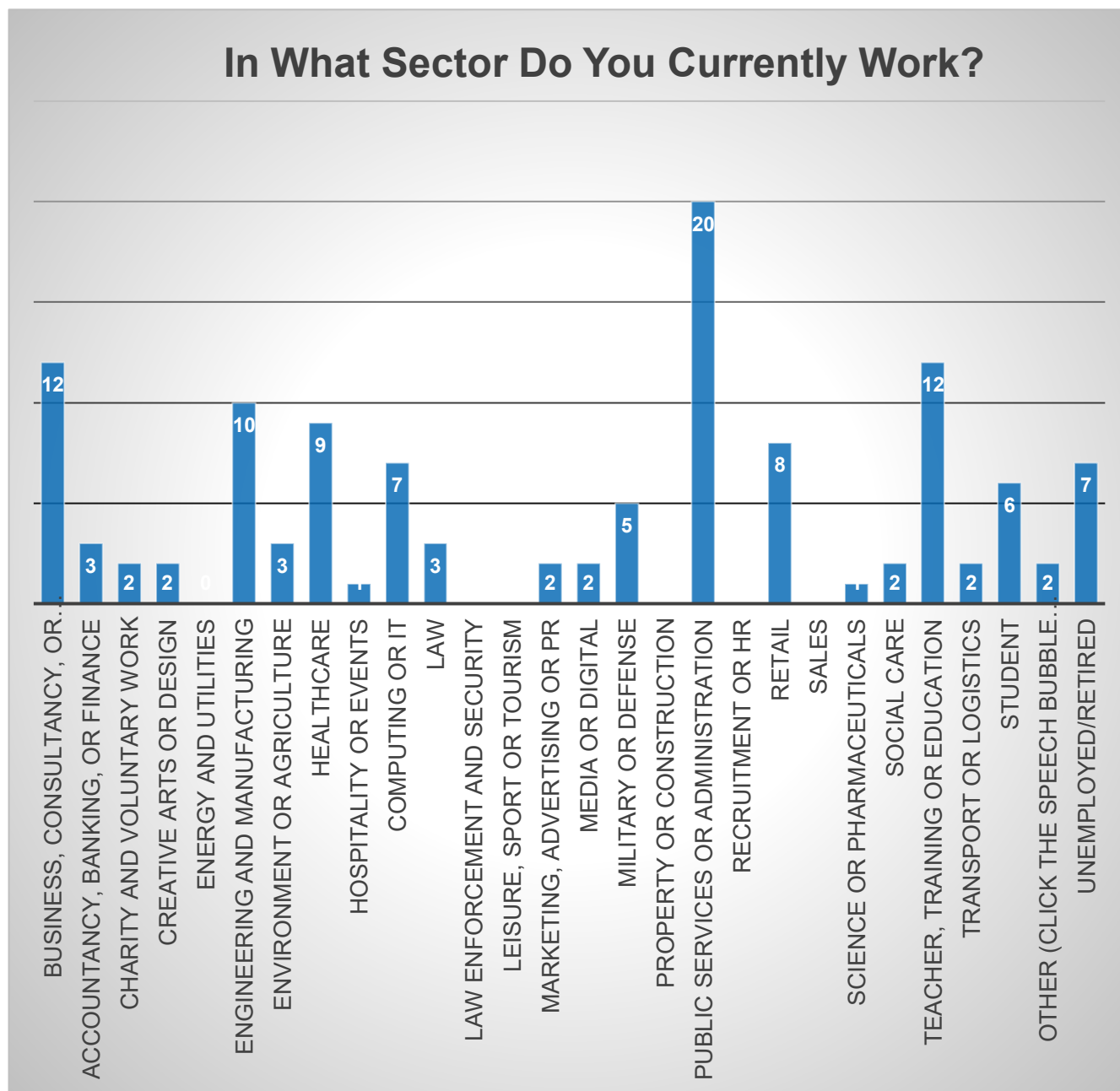
When asked how many days a week respondents need to travel to work, the majority reported traveling to work 5 days a week (51%).

**Figure 41: If employed, how many days a week do you need to travel to work?**



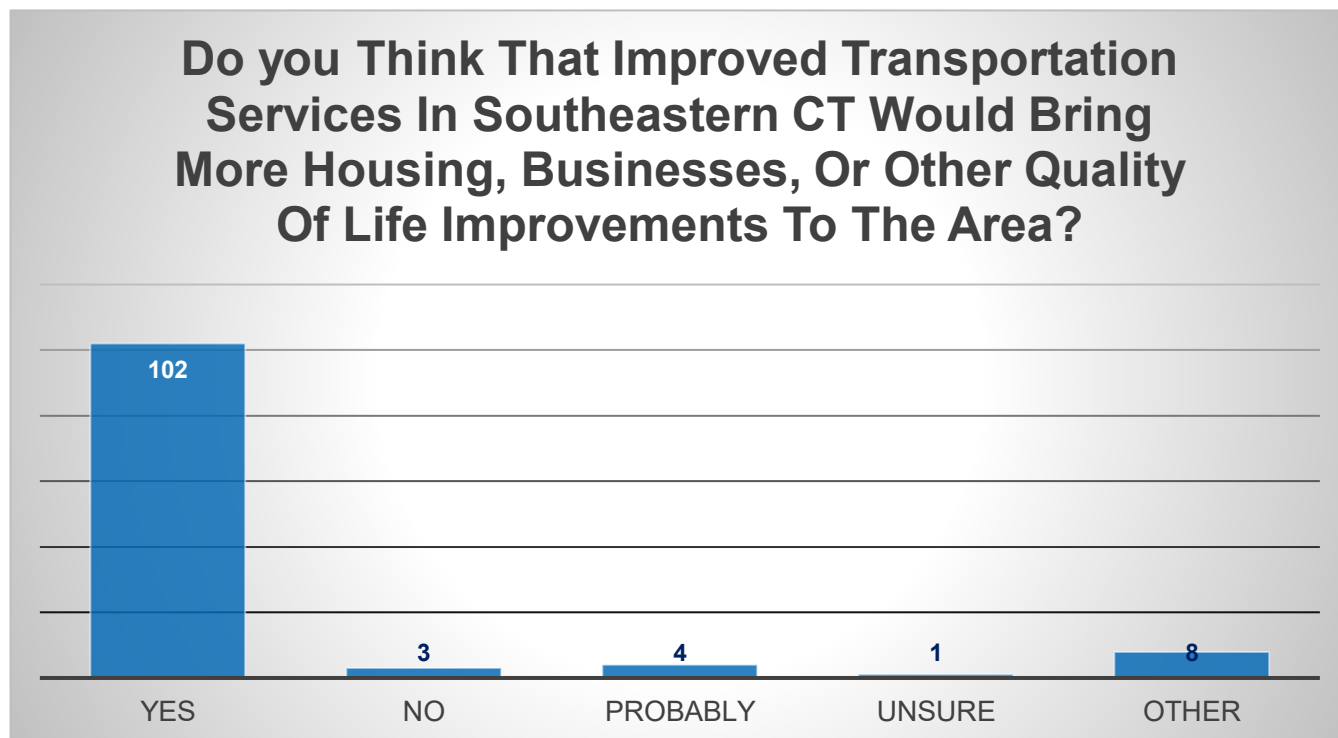
There was also a wide range of industries reported. The top five sectors include public service, business, teaching, engineering, and healthcare.

Figure 42: In what sector do you currently work?



Survey respondents were also asked if they feel improved transportation services in southeastern Connecticut would bring more housing, businesses or other quality of life improvements to the area. The majority of responses said they believe that improved transportation services in southeastern CT would bring improvements to the area (86%).

Figure 43: Do you think that improved transportation services in southeastern CT would bring more housing, businesses, or other quality of life improvements to the area?



This question was an open-ended question and 112 survey respondents left detailed answers. Below is a list of all the responses.

- Yes! More location options for working families to live affordably!
- Yes, absolutely. Young people are more cognizant of drinking and driving issues, older people don't want to drive at night, traffic on I-95 is almost always awful and discourages errands or entertainment trips.
- Yes, as many people in Norwich around the stations don't own cars
- Yes
- Yes, I work in Mystic it would be very nice
- No.
- Yes
- Absolutely
- Yes
- More businesses; better quality of life
- I do. I believe more development around rail connections would increase ridership. I also believe there should be a SLE stop in Niantic, due to the development that has already taken place around the tracks there. Bike accessibility is also key. A stop at Groton NL Airport would also be beneficial if you could tie rail to air travel.
- Yes, transportation far and wide that is convenient and affordable would be a game changer.
- More options
- Yes, easier access to recreation and entertainment as well. This would drive transit oriented development and housing
- Yes
- I am not looking to bring more of anything to Mystic.
- I think so as often workers most likely to not have a car are also often not living near the areas with most jobs.

- Yes, it could improve access to Mystic and reduce traffic on I-95
- For Stonington Borough a station would allow walking access to and from their residences from all travel destinations on the eastern rail corridor. Bringing more second homes people spending money in the area and promoting business
- Yes, quite a bit
- Yes. Improved transit between the Town of Westerly and southeastern CT (i.e. Groton & New London) AND between New London & Norwich would improve the Westerly and Norwich economies, and quality of life.
- Yes!
- Absolutely, with increased urbanization in MA and NY, we need better transit infrastructure in southeast CT. It's amazing that we have little to no service, despite the tourist and shoreline attractions and large employers like EB and Pfizer.
- Yes. Anything that improved people's ability to get around without a car would be a good thing for the region. Despite being on the northeast corridor, the region is currently very car dependent. The shoreline east runs too infrequently to be useful for people with cars. Amtrak is too expensive.
- Yes, if it's coupled with zoning reform to allow it
- Yes
- Yes
- Yes, as long as the routes get people from where they live to where they want to go. Not one central hub that requires further transportation.
- It would definitely bring more housing and jobs as it would attract people who would rather not drive, encouraging more development to support that population
- Yes. Definitely!
- Absolutely. Every time rail service has been introduced, it's been positive. If CT is going to continue to advance, improved rail service is a necessity. The best part is, we already have a lot of the infrastructure! It's time to be creative.
- Absolutely. New/improved commuter rail service will help create TOD throughout the region. Westerly and Mystic are both destinations and would draw riders if added to the system. Encouraging EB and Pfizer to set up commuter benefits programs to encourage transit ridership would be the most impactful way of reducing traffic and boosting ridership numbers on SLE and SEAT buses.
- Obviously
- Yes
- Yes
- It would improve quality of life for many folks who lack transportation to visit museums, concert venues, galleries, outdoor events held in southeastern CT. It would assist small and medium size business with increasing the workforce especially if the transportation hours are expanded. We need to promote sustainable and environmental friendly modes of transportation in southeastern CT.
- Yes. Please note also I do not travel weekly, but rather about 5 days per month. Many people who work remotely would have the same answer, that they go in as needed
- Without a doubt. Especially since southeastern CT is home to so many large businesses with younger employees that would be willing to commute via rail and/or bus. We also have large attraction areas (Mohegan Sun, Foxwoods, mystic) that could be utilized by both residents and visitors to the area. Trains to/from casinos could also cut down on DUIs in the region.
- Yes, enhanced connection to the mid-eastern section of CT would reduce traffic and infrastructure burdens, lower vehicle emissions, and allow greater employment opportunities for rural populations. Enhanced rail to Norwich opens the upper half of eastern CT to many benefits.
- Quality of life contacts
- Absolutely! Lower costs for travel either for business or pleasure would be a huge positive both for residents and visitors!



- Yes. More rail and buses would increase quality of life. People drive out of necessity and lack of public transportation.
- Yes! Quality public transportation is essential for economic growth.
- Only if promoted properly - public transport must be MORE convenient than single occupancy personal vehicle transport. For those with cars, this is almost never the case. A well-designed campaign will need to show folks that buses and trains can link them to entertainment, make shopping easier, reduce road rage and stress, and save wear and tear on their vehicles. But the routes must first make sense and connect people to where they actually want to go.
- Definitely. People need the freedom to travel without being tied to a car.
- Yes
- Yes. Motor vehicle costs are very high in CT, more and better public transit is needed.
- Most definitely! The biggest issue for commuting to Providence and Boston from Mystic is the timing of the trains. Currently on Amtrak, there is really no feasible way to work a 9-5 schedule in Providence or Boston by taking the train. The MBTA is not much better, as it involves a 45 minute drive to North Kingston, a 90 minute ride into Boston, and the commuter trains do not run on the weekends.
- Yes
- General quality of life. A rail line between NL and Norwich would significantly improve the QOL for extremely low-income households. They would have reliable transportation to work. People experiencing homelessness would benefit from transportation to work as well as to the shelter in NL and social programs in Norwich. Often people miss out on assistance and services as it is currently difficult to get back and forth by bus alone. A lack of transportation currently contributes to homelessness
- Absolutely!! It would be such a draw
- Quality of life and affordability in housing prices would benefit in efficient cheap travel
- yes
- Yes
- Probably all of the above
- Yes
- Absolutely! It would benefit everyone to have an alternative form of public transportation, especially commuters. I currently drive to work but would love the opportunity to take the train in to Groton most days. It would save on gas, is better for the environment, and is beneficial to the community -- bonus points if the route extended to Westerly.
- Businesses and quality of life, yes. It would bring more housing only if the cities and towns in the corridor legalize and permit housing.
- Yes
- Definitely
- Absolutely
- Right now, Norwich is getting clogged with cars. Just the addition of a rail line won't necessarily solve that. I believe in the future, it might.
- I absolutely think that improved public transportation would increase housing - especially if it is aligned with projects geared toward Electric Boat and regional downtowns. This would incentivize TOD districts in Waterford, Montville, Ledyard and Stonington that would also create appealing places to live. I think it would also make Mystic, Norwich, New London and Niantic more accessible by reducing the demand for parking and connecting small business owners to a regional market of customers.
- Yes!
- Improved transportation services are critical to help workforce in the area balance their housing and commuting options. These would also play an essential role in placemaking, creating locations where housing is in demand and supported by retail and entertainment. If all the retail and housing ends up at the Crystal Mall, no mode-shift improvements will be gained.

- I think if the transit is useful enough, and the areas around transit were upzoned to be dense enough, anywhere can become heavy in transit usage.
- Yes, especially in New London
- Yes, especially in New London and Norwich.
- Definitely yes. I have worked in NYC for 30 years. Ppl commute from New Haven but not beyond. Principally because the public transport is poor.
- WE NEED BIKE LANES> THE BASCULE BRIDGE NEEDS BIKE SAFETY PLATES TO AVOID THE CHEESE GRATER SURFACE
- Definitely.
- Yes, 100%
- Yes. Adding a rail station in the center of any town would make travel much easier for the people in town, and many people do not own cars or their own transportation, further benefiting them.
- Yes, it defiantly will!!!
- I do. I live a 10-minute walk from the Mystic Amtrak station and take Amtrak frequently to Boston and NYC and NH or Prov, when I can. More often I have to go to NL or Kingston, RI. I hope that talks are on-going with the MBTA about commuter rail service in RI. It needs to extend to Westerly and operate South of Providence mid-day and weekends, which it does not now do. If ppl from SE CT could get to Prov Airport by train, that would be great.
- Absolutely
- Yes!
- Absolutely especially with potential transit oriented development
- Yes
- More business and housing
- Yes. Adding extended service would bring make traveling much easier for all sorts of communities in CT and since Groton is right beside EB, it would be a great necessity and improvement for the community.
- Yes
- Yes
- More housing, less pollution and congestion, better attendance at sports and cultural events
- Sure; cheap rail to NYC that leaves from New London would be a game changer. \$70 one way is too much
- Yes
- It would make leisure easier by removing drunk drivers. Take us to the casinos by train or to Mystic by train and I would be happier to spend my money there without fear of having to drive home.
- Yes
- Yes
- Probably
- yes
- We don't need that.
- Yes, it would stimulate local businesses and be an overall benefit the community.
- YES. Exhaustive research shows that transport is the DRIVER of growth.
- Yes, it brings more opportunities to tourists and locals who have to commute
- Yes
- YES, BUT MOST IMPORTANTLY IT WILL DRAMATICALLY IMPROVE THE LIVES FOR THE CURRENT RESIDENCES.
- Of course.
- Definitely!!
- Absolutely! It would give more life to communities that otherwise feel deserted
- Yes

- Yes - improved transportation services would help strengthen the economy, encourage people to choose southeastern CT as a place to live (especially now with more remote work options), and to visit.
- Yes. I think it would be a great benefit to connect residential areas with office/manufacturing centers, and to foster growth of both where commuting difficulties presently hinder growth. It would enhance quality of life for residents and visitors to promote vacation and day excursions without cars that clog local streets and parking areas.
- Perhaps but at what cost? The report should detail the current operating shortfall of Shoreline East. Provide ridership projections for the existing segments - are there expected increases? Include how much more these extensions would cost in terms of capital and ongoing operational costs. What is the anticipated ridership charge per mile for the new routes? Is the modeled passenger cost in alignment with the existing route or is this increased? What % of costs will be covered by users?
- Better public transportation improves odds that people can connect housing and work. We should look at Europe as a model
- Quality of life would definitely be improved if fewer cars on the road.
- Absolutely. This would be a huge improvement for southeastern CT.
- It would make travel a lot safer and faster while reducing costs of long-distance traveling.
- Yes, as there is currently a huge lack of transportation, other than the highways, outside of any city. Even Stonington and Westerly, other than its station, have little to no public transport going in, or out.
- Yes
- Yes
- Yes. I also think more public transportation would increase ones ability to live an independent life into old age. Our car-centric infrastructure means old folk can't live by their own means the moment they can no longer drive a car.

There were six general comments left on Screen 4. These comments are not attributed to any specific question. Below are the general comments from Screen 4:

- Make routes easily decipherable to tourists. For instance, a "Casino" route from Exit 90 in Mystic to Foxwoods and Mohegan Sun. A Norwich-New London express (if this exists, I'm not aware of it).
- Bus service should run later as many low-income people who cannot afford personal vehicles work later than the 6pm bus
- I would pick extra service during rush hour and weekends, but I would also add that there needs to be late night routes to cultivate nightlife in Groton, Norwich - Mohegan Sun, and New London. That has a public safety benefit by having a reliable alternative to drinking after a night of wild partying.
- Service that connects with RIPTA in Rhode Island
- Would use it for dinner and events at night. We don't like to drive at night, or to drive after wine.
- The current routes don't go where I want to go, or they take too long.

The final screen of the survey is a wrap up screen that collected demographic information from survey respondents.

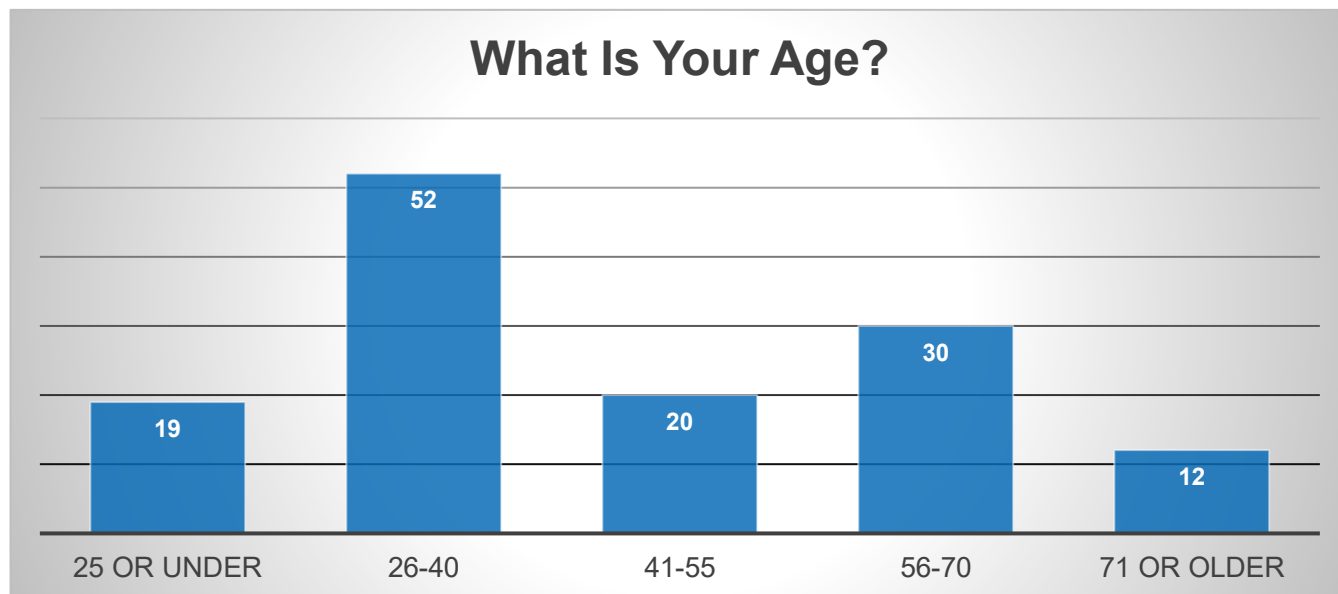
### Figure 44: Wrap Up Screen



### 6.1.1. Age

The survey received participation from respondents who identified with a variety of age groups. The majority of survey respondents (English and Spanish) reported being between 26-40 years old (39%).

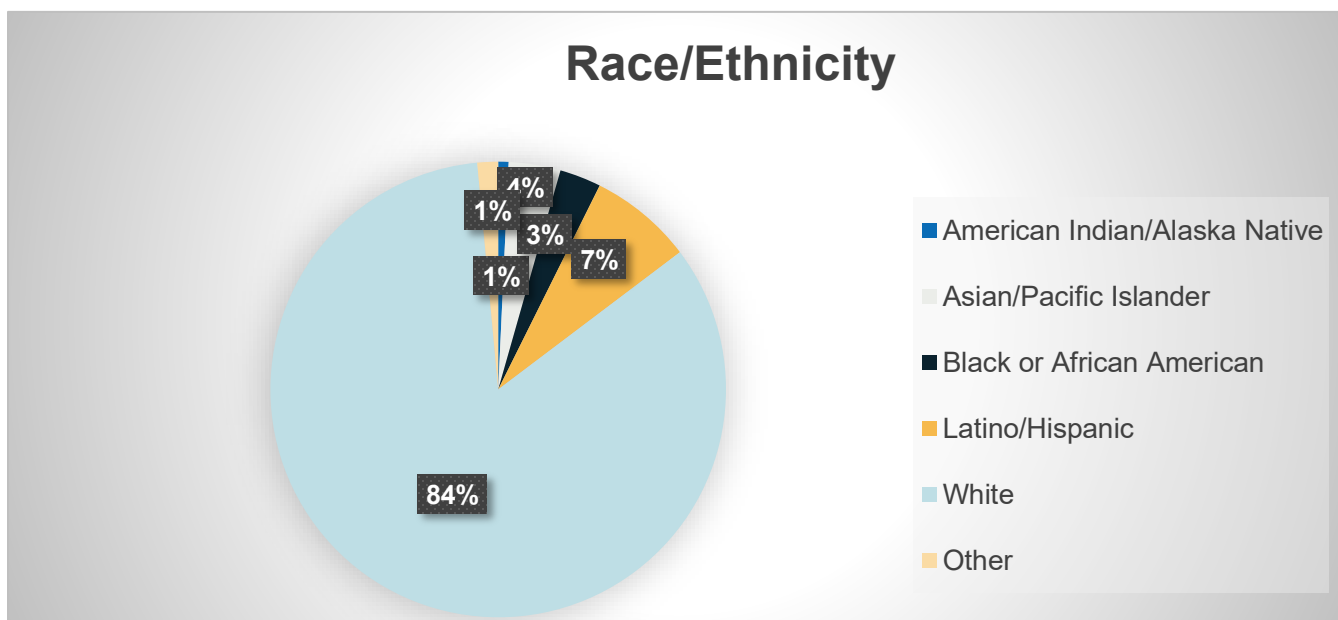
Figure 45: Age



### 6.1.2. Race/Ethnicity

The survey asked respondents to self-identify their race/ethnicity to identify the level of diversity with survey respondents. The majority of survey respondents (English and Spanish) reported being white (84%), followed by Latino/Hispanic (7%), Asian/Pacific Islander (4%), Black or African American (3%), American Indian/Alaskan Native (1%), and other (1%).

Figure 46: Race/Ethnicity

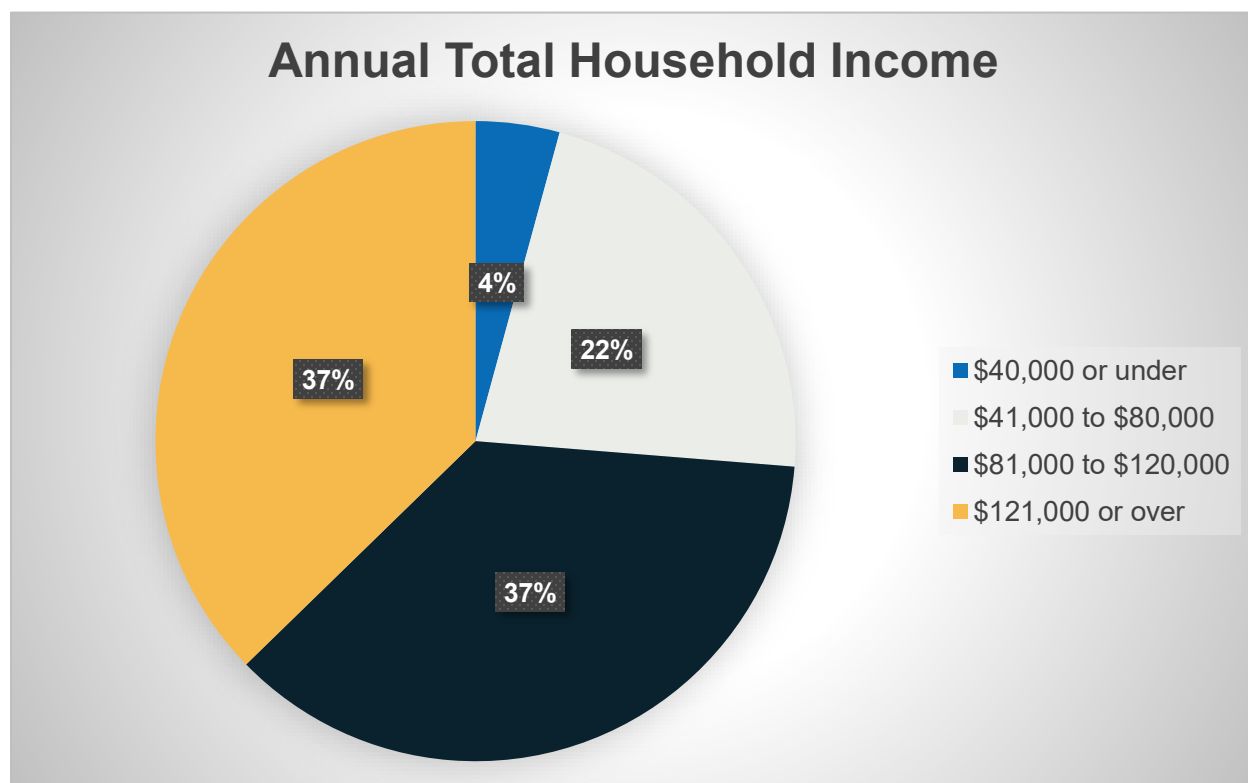




### 6.1.3. Household Income

The survey asked respondents to provide income information to determine the economic diversity of the respondents. The survey received participation from across all household income categories. The majority of survey respondents (English and Spanish) reported an annual household income between \$81,000 - \$120,000 (37%), \$121,000 or over (37%), \$41,000-\$80,000 (22%), and \$40,000 or under (4%).

**Figure 47: Annual Total Household Income**



Survey respondents were also able to leave open-ended comments. 44 comments were received for screen 5:

- Families need affordable housing options in a variety of locations AND the ability to easily commute to where they work and shop.
- Reliable, frequent rail service into Norwich and beyond on both sides of the Thames would be incredibly beneficial to all communities involved, as even if not all trains are full, many will be more incentivized to use the train to commute and travel
- Rail would help me visit my grandkids in the city
- this would be so amazing please at least run trains to Norwich
- I am very supportive of increased rail service and other transportation initiatives in Eastern CT.
- I support an express rush hour bus from Groton, Norwich and/or New London to downtown Hartford.
- We need service from NL to Norwich with a stop at Mohegan Sun
- I would support efforts to reduce congestion on all roads
- Hoping these public meetings will be recorded. Good luck!
- You reversed the New London-Norwich routes. Ledyard is on the East side while Montville is on the West side.

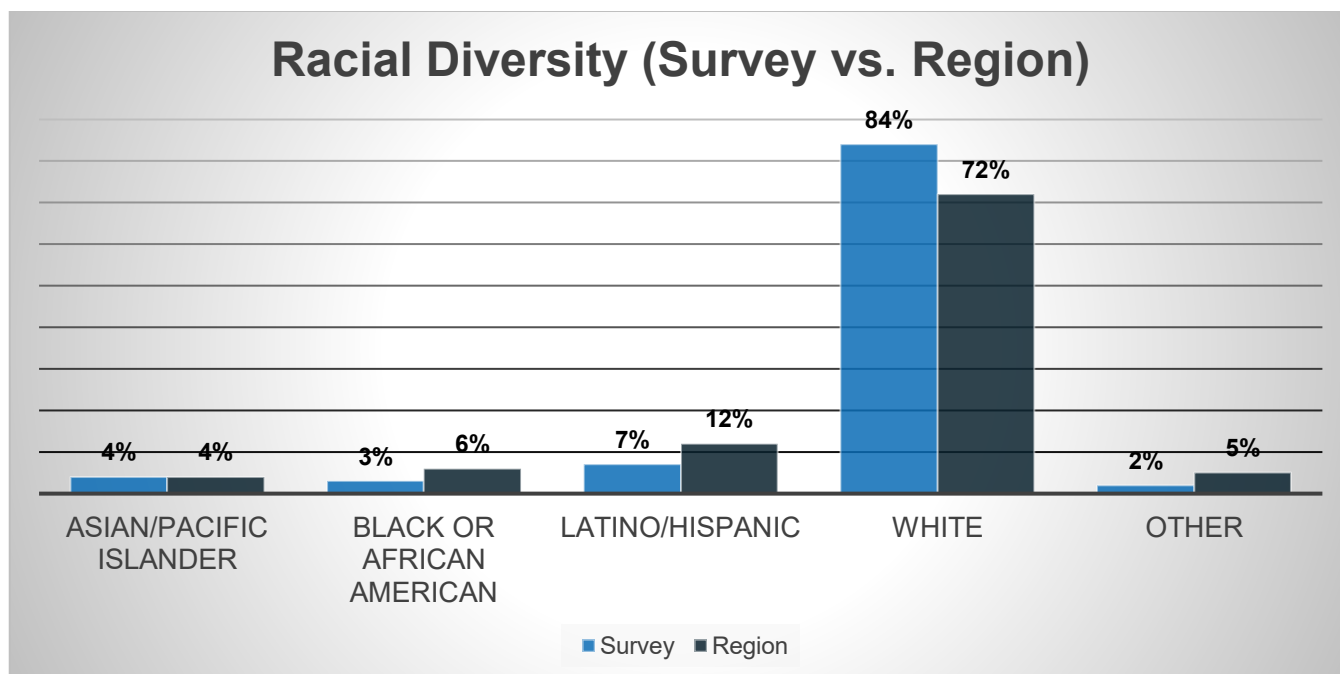
- Would definitely support a station in Stonington Borough
- Better rail service asap!
- Running the SLE to RI is a no brainer. Additional stops that allow people to get to EB jobs and major tourist sites would be great for the region. I don't understand why SLE doesn't stop in Mystic while 95 is filled with traffic during the summer and everyone complains about parking. There's a train station right there!
- Go beyond Westerly. Execute a rail link at least to URI and maybe better to Quonset (for EB, etc.)
- Any increase in the amount and reliability of public transit will have a broader impact and benefit to people of all standings.
- Raise the gas tax to finance these improvements. The time is now.
- I would particularly like train service to be restored to Norwich. I think it would be good for the local community and economy.
- Please extend SLE to Mystic and especially Westerly! Adding those two stops and pushing the major employers in Groton/New London to set up commuter benefits programs would go a long way toward increasing ridership and bring valuable new transit services to the region. As a Westerly resident, I know a lot of people here would regularly use SLE if they had that option, especially EB employees.
- Eastern Connecticut residents deserve fast, frequent, reliable public transportation.
- If there were a way to get from Hartford to Norwich/casinos/New London/East Lyme beaches I would use it regularly! (one that does not require me to go to new haven first)
- The most frustrating thing about Shoreline East is that it meanders. Given that it shares tracks with Amtrak, I am not sure that it can be fixed to have more trains / fewer stops
- Locate the station at the harbor in Norwich
- Reducing auto traffic and emissions should also be a priority.
- I live in south Kingstown, RI; I recently drove to New London and took the SLE to visit Yale Art Gallery in New Haven and it took me almost an hour to drive to the station. It would be nice if the SLE was extended into RI at least to Kingston/URI or even Providence
- Low-income populations will benefit immensely from SECT rail improvements
- The question about what side of the river rail to Norwich should be on confuses east and west. It should be on the west side to serve Mohegan sun.
- I am in full support - but I think we should be moving in this direction with haste. I think we should add stations in Downtown Groton and improve bus connections to Mystic and Westerly. I also think the Norwich Line concept is an incredible opportunity to improve Montville and even add connections to Windham and farther north. I think we should be ramping up buses now and moving toward adding trains (both Shoreline East and Norwich Line) as soon as possible.
- Emerging advancements in circulator services like Autonomous Vehicle Shuttles should be accounted for when siting additional stations. This effectively expands the residential areas that can link to transit without a personal automobile. Other last mile service technologies will also improve - e-scooters, e-bikes - and a rail station will attract private ride-sharing services. Ideally, tourists arriving in Mystic should be able to shuttle or water taxi to the Seaport/Aquarium area.
- Please increase Shore Line East frequency and have thru trains to Norwich without a transfer in Norwich.
- I live in Rhode Island, though I regularly visit southeastern Connecticut and support improved rail connectivity to the area.
- Please close the gaps in Shore Line East Frequency and utilize the West Thames Line for service to Norwich.
- Bikes are the future, please provide the infrastructure
- I'm extremely in support of this project.
- More electric buses & electric trains would be wonderful
- Public Transportation is a Public Service so it's time we started treating it like one
- You have the wrong towns listed for the east and west sides of the Thames River in section 4

- I would use it regularly if the Norwich to New London route went through Ledyard. I also believe that rail line would be easier to convert, as it seems to be in better condition than on the other side of the Thames
- Travel internationally for work would like it to be more straight forward to get to Logan or JFK. For US travel reaching PVD by rail would be a bonus.
- As a former city dweller, I hate having to drive everywhere and there aren't enough Ubers/taxis to be reliable. I would love to go from Groton to New London, Norwich, Mystic, the beach, or the casinos by rail.
- Need sufficient free parking with new train station
- Thank you for providing this survey. I would like to mention that both are cars are electric, so I don't feel as bad about driving to the grocery store. I often ride my bike into Mystic because of the parking challenges there.
- An extension of the CT rail service to Westerly is desired in our community and would be supported and used.
- We need a bike-friendly Mystic! It is dangerous to ride on 27, so I can't even ride to do errands or go to the store, let alone for recreation.
- The MBTA, bad as its reputation is, still blows this state out of the water. Wish we had more trains within walking distance spanning all corners of this lovely place.

## 7. Demographic Representation

The composition of survey respondents is not entirely representative of the region's population. Those who responded to the survey tended to be less racially diverse (Figure 48), older (Figure 49), and wealthier than the region as a whole. In addition to older, white respondents' over-representation, 74% of survey respondents indicated that their household earned an income of \$81,000 or more, while the region's median household income was only \$69,452 (US Census Bureau 2019 American Community Survey).

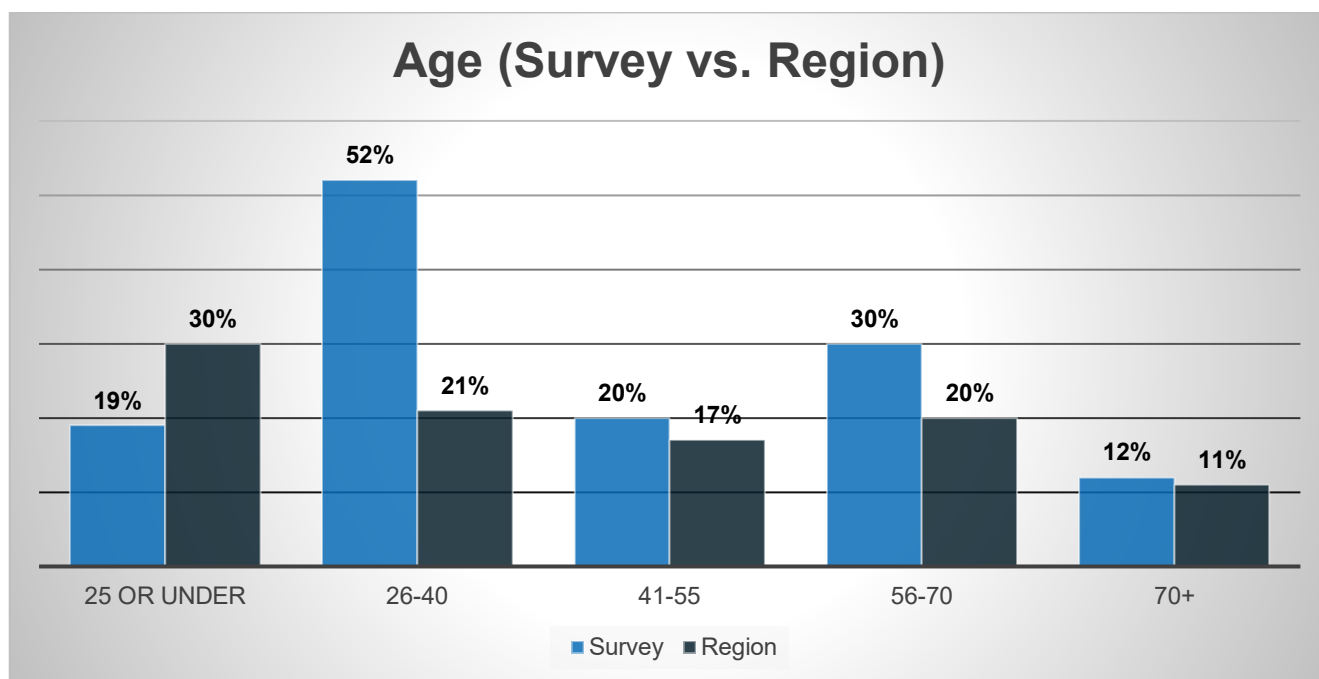
**Figure 48: Racial Diversity (Survey Respondents vs. Region)**



Source: US Census Bureau 2019 American Community Survey

Following the survey, which did not capture a representative mix of responses from people of color, youth, younger adults, and less wealthy residents, the study team conducted outreach to solicit feedback from stakeholders. To capture a more holistic view of the region, the study team convened a Customer-Focused Working Group and conducted three public meetings. The team also convened Municipal, Rail, and Transit Working Groups, conducted interviews with major employers/anchor institutions, and met with the study's Steering Committee on three occasions. The survey is just one component of a larger, overall outreach strategy to assess the region's mobility needs and inform further study. Please see Appendix H for a summary of the outreach activities beyond the survey.

**Figure 49: Age (Survey Respondents vs. Region)**



Source: US Census Bureau 2019 American Community Survey

## **Exhibit A**

- MetroQuest Screens (English/Spanish/Haitian Creole/ Mandarin (simplified) Chinese)



### English Survey Screenshots

1

# WELCOME

Learn a bit about this initiative before you begin.

WELCOME

## Eastern CT Corridor Rail and Transit Feasibility Study


The Connecticut Department of Transportation (CTDOT) is conducting a legislative study to investigate the feasibility of and market for:


- extending the Shore Line East rail line to the State of Rhode Island
- establishing a new passenger rail service from the City of New London to the City of Norwich
- establishing a new passenger train station in the Town of Groton and Stonington Borough
- extending bus services in southeastern CT and provide connectivity between such systems and rail lines

Study Area

Next

What is a *feasibility study*? A feasibility study is the first step in evaluating the viability of service in corridors. Then, depending on the findings, further, increasingly detailed studies and designs may follow.





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2

# IDENTIFY DESTINATIONS

Help us understand where you travel! Please drag markers on the map to give your input.

Home

Job

School

Social Activities/ Recreation

Errands (shopping, etc.)

Public Transportation

Map

Satellite

Legend

3

## TRAVEL PREFERENCES

For each set of images, choose the image you prefer.

Where do you want to go?

How do you get there now?


What transportation would you use?

What do you consider close enough?


What is most important to you?

Where do you want to go?


Where would you most want public transportation to take you?




Commuter to work, school or other on a daily basis




Shopping or run errands




Entertainment or social events




Travel outside of eastern CT



Other (click speech bubble to leave a comment)



Nowhere, I wouldn't use it



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4
QUESTIONS

Please answer the questions below. Any questions may be skipped.

Bus Transit Service

○ ○ ○ ○ ○

Passenger Rail Service

○ ○ ○ ○ ○

Connectivity

○ ○

Employment

○ ○ ○

### Bus Transit Service

On how many days during a typical week do you take local buses in southeastern CT?

Select...

On how many days during a typical week do you use regional buses in to or out of southeastern CT?

Select...

If transit services in southeastern CT were improved, which of the options below would you prefer?

Select...

If transit services in southeastern CT were improved, which of the options below would you prefer?

Select...

5
WRAP UP
Tell us a bit about yourself. Please click finish when you are done.

Final Questions (Optional)

> Whether you use public transportation or not, would you be supportive of improved service in southeastern CT?  
Select...

> What is your age?  
Select...

> What is your race/ethnicity?  
☐ American Indian/Alaska Native  
☐ Asian/Pacific Islander  
☐ Black or African American  
☐ Latino/Hispanic  
☐ White  
☐ Other

> What is your annual total household income?  
Select...


> Additional Comments  
Type...

0/500

Thank You!




Thank you for your input!

Data collected from survey responses will be incorporated into the feasibility study and used to evaluate the viability of additional rail and transit services in southeastern Connecticut.



[Project Site](#)

Please share this with others and help us get everyone involved!

Answer the questions you want to, then click Finish:

[Finish](#)



### Spanish Survey Screenshots

1

# BIENVENIDOS

Conozca un poco sobre esta iniciativa antes de empezar.

BIENVENIDOS

## Estudio sobre la viabilidad del corredor ferroviario y tránsito del este de CT

El Departamento de Transporte de Connecticut realiza un estudio legislativo para investigar la viabilidad y el mercado para:

- extender la línea Shore Line East hasta Rhode Island
- establecer un nuevo servicio de tren de pasajeros de New London a Norwich
- establecer una nueva estación de tren de pasajeros en Groton y Stonington
- extender los servicios de autobús en el sureste de CT y brindar conectividad entre estos sistemas y las líneas ferroviarias

Área del estudio

Siguiente

Su opinión es importante. Queremos conocer su opinión, tanto si vive o trabaja en el sureste de CT a tiempo completo o a tiempo parcial o si solo está de visita.





2

### IDENTIFICAR DESTINOS

Ayúdenos a entender por dónde viaja. Arrastre los marcadores en el mapa para dar su opinión.

Map

Satellite

Inicio
 Trabajo
 Escuela
 Actividad social/recreación (compras, etc.)
 Recados (compras, etc.)
 Transporte público

Keyboard shortcuts

Map data ©2022 Google

Terms of Use

Report a map error

+

-

Legend

3

PREFERENCIAS DE VIAJE

Para cada grupo de imágenes, elija la imagen que prefiera.

¿Adónde quiere ir?

¿Cómo llega allí ahora?

¿Qué medio de transporte utilizaría?

¿Qué considera lo suficientemente cerca?

¿Qué es lo más importante para usted?

¿Adónde quiere ir?

¿Dónde le gustaría más que le llevara el transporte público?



Al trabajo, a la escuela o a otro lugar a diario



Ir de compras o hacer recados



Entretenimiento o eventos sociales



Viajar fuera de la zona este de CT



Otros (clic en el globo para dejar un comentario)



A ningún sitio, no lo usaría



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4

PREGUNTAS

Responda estas preguntas. Puede omitir cualquiera.

PREGUNTAS

Servicio de transporte en autobús

Servicio de tren de pasajeros

Conectividad

Trabajo

Servicio de transporte en autobús

>

¿Cuántos días de una semana normal toma usted los autobuses locales en el sureste de CT?

Seleccione...

>

¿Cuántos días de una semana normal utiliza los autobuses regionales para ir o venir del sureste de CT?

Seleccione...

>

Si se mejoraran los servicios de tránsito en el sureste de CT, ¿cuál de las siguientes opciones preferiría?

Seleccione...

>

Si se mejoraran los servicios de tránsito en el sureste de CT, ¿cuál de las siguientes opciones preferiría?

Seleccione...

5
RESUMEN

Cuéntenos un poco sobre usted. Haga clic en Finalizar cuando haya terminado.

RESUMEN

Preguntas finales (opcional)

> ¿Apoya la mejora del servicio en el sureste de CT?

Seleccione...

> ¿Qué edad tiene?

Seleccione...

> ¿Cuál es su raza/origen étnico?

☐ Indio americano/Alaska
☐ Asiático/Isla del Pacífico
☐ Negro/afroamericano
☐ Latino
☐ Blanco
☐ Otro

> ¿Cuál es el ingreso total anual de su hogar?

Seleccione...

> Comentarios adicionales


Escriba...

0/50

¡Gracias!




Gracias por su aporte.

Los datos de las respuestas se incluirán en el estudio de viabilidad y se usarán para evaluar la viabilidad de más servicios de transporte en el sureste de Connecticut.



Sitio del proyecto

Comparta esto con los demás y ayúdenos a que todos participen.

Responda las preguntas que desee y haga clic en Finalizar:

Finalizar

### Mandarin (simplified) Chinese Survey Screenshots

1

欢迎

开始之前请先了解一下这项倡议。

研究区域

康涅狄格州东部走廊铁路与公共交通可行性研究  
康涅狄格州交通部 (CTDOT) 正在开展立法研究, 调查以下项目的可行性和市场:  
- 将 Shore Line East 铁路线延至罗德岛州  
- 开设从新伦敦市至诺里奇市的新客运铁路服务  
- 在格罗顿镇和斯托宁顿自治镇建设新的客运火车站  
- 扩展康涅狄格州东南部的公交车服务, 加强公交车系统与铁路线之间的连接

下一步

什么是可行性研究? 可行性研究是评估走廊公共交通服务可行性的第一步。之后可能会根据调查结果, 进一步开展更加细致的研究和设计。









3
出行偏好

请选择每组图片中您喜欢的图片。

您希望去哪里？

您现在怎么去那里？

您会使用哪些交通工具？

您认为怎样才算够近？

对您来说什么最重要？

您希望去哪里？

您最希望乘坐公共交通去哪里？


每天上下班、上下学或其他通勤


购物或外出办事


娱乐或社交活动


前往康涅狄格州东部以外的地方


其他（点击对话气泡发表评论）


哪也不去，我不会使用公共交通



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4

问题

请回答以下问题。您可以跳过任何问题。

问题

公交车交通服务

〇〇〇〇

客运铁路服务

〇〇〇〇〇

连接

〇〇

就业

〇〇〇

公交车交通服务

通常情况下，一周中您有多少天会乘坐当地公交车在康涅狄格州东南部活动？

请选择.....

通常情况下，一周中您有多少天会乘坐区域公交车进出康涅狄格州东南部？

请选择.....

如果康涅狄格州东南部公共交通服务得到改进，您更希望是以下哪一项？

请选择.....

如果康涅狄格州东南部公共交通服务得到改进，您更希望是以下哪一项？

请选择.....

↓

5
总结

请向我们简单自我介绍一下。完成后，请点击“完成”。

最后的问题（选答）

> 您是否支持改进康涅狄格州东南部的公共交通服务（无论您是否使用该服务）？  
请选择.....

> 您的年龄是？  
请选择.....

> 您的种族/民族是？  
☐ 美洲印第安人/阿拉斯加原住民  
☐ 亚洲人/太平洋岛民  
☐ 黑人或非裔美国人  
☐ 拉丁裔/西班牙裔  
☐ 白人  
☐ 其他

> 您的家庭年总收入是多少？  
请选择.....

> 附加评论  


0/50

谢谢！

感谢您的宝贵意见！  
从调查答复中收集的数据将纳入可行性研究，用于评估康涅狄格州东南部增设铁路和公共交通服务的可行性。



项目网站

请与他人分享此调查，让所有人都参与进来！





回答您想回答的问题，然后点击“完成”：

完成

### Haitian Creole Survey Screenshots

1

# BYENVENI

Aprann yon ti kras sou inisyativ sa a anvan ou kòmanse.

BYENVENI

## Etid sou posiblite pou tren ak transpò piblik nan koridò lès CT

Depatman Transpò Connecticut (CTDOT) ap fè yon etid lejislatif pou envestige posibilite ak mache pou:

- pwolonje liy tren Shore Line East nan Eta Rhode Island
- etabli yon nouvo sèvis tren pou pasaje soti nan Vil New London pou rive nan Vil Norwich
- etabli yon nouvo estasyon tren pou pasaje nan vil Groton ak Borough Stonington
- pwolonje sèvis otobis nan sidès CT epi pou bay koneksyon ant sistèm sa yo ak liy tren yo

 Zòn etid

 Suivan

**Ki sa yon etid sou posibilite ye?** Yon etid sou posibilite se premye etap nan evalye viabilite sèvis nan koridò yo. Lè sa a, tou depann de konklizyon yo, apre sa, etid ak konsepsyon yo an detay gendwa vini apre.



2

### IDANTIFYE DESTINASYON

Ede nou konprann ki kote ou vwayaje! Tanpri glise makè sou kat jewografik la pou bay opinyon ou.

Lakay

Dyòb

Lekòl

Aktivite Sosyal/  
Rekreyasyon

Fè komisyon  
(achat, elatriye)

Transpò Piblik

Map

Satellite

Keyboard shortcuts

Map data ©2022 Google

Terms of Use

Report a map error

IDANTIFYE DESTINASYON

Lejann

3

PREFERANS VWAYAJ

Pou chak seri imaj, chwazi imaj ou prefere a.

PREFERANS VWAYAJ

Ki kote ou vle ale?

Kijan ou fè ale la kounye a?

Ki transpò ou ta ka itilize?

Ki sa ou konsidere ki pre ase?

Ki sa ki pi enpòtan pou ou?

Ki kote ou vle ale?

Ki kote ou ta plis renmen pou transpò piblik mennen ou?



Ale travay, lekòl oswa lòt sou yon baz chak jou



Ale fè acha oswa fè komisyon



Divètisman oswa evènman sosyal



Vwayaje andeyò lès CT



Lòt (klike sou ti wonn pou kite yon kòmantè)



Okenn kote, mwen pa p itilize li



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4
KESYON
Tanpri reponn kesyon yo. Kesyon yo ka sote.

Sèvis Transpò Otobis

Sèvis Tren pou Pasaje yo

Koneksyon

Travay

Sèvis Transpò Otobis

> Pandan konbyen jou nan yon semèn nòmal ou pran otobis lokal nan sidès CT?  
Chwazi...

> Pandan konbyen jou nan yon semèn nòmal ou itilize otobis rejyonal pou ale oswa soti nan sidès CT?  
Chwazi...

> Si sèvis transpò piblik nan sidès CT yo te amelyore, kilès nan opsyon ki anba yo ou ta ka prefere?  
Chwazi...

> Si sèvis transpò piblik nan sidès CT yo te amelyore, kilès nan opsyon ki anba yo ou ta ka prefere?  
Chwazi...

5
POU FINI
Pale nou yon ti kras de oumenm. Tanpri klike sou fini lè w fini.

POU FINI

Dènnye Kesyon (Ochwa)

> Kit ou sèvi ak transpò piblik oswa ou pa, èske w ap sipòte sèvis amelyore nan sidès CT?

Chwazi...

> Ki laj ou?

Chwazi...

> Ki ras/etnisite ou?

☐ Endyen Ameriken/Natif Natal Alaska
☐ Azi/Zil Pasifik
☐ Nwa oswa Afriken Ameriken
☐ Latino/Ispanik
☐ Blan
☐ Lòt

> Ki revni anyèl total nan fwaye ou?

Chwazi...

> Kòmantè Adisyonèl

Ekri

0/50

Mèsi!

Mèsi pou opinyon ou!

Done yo kolekte nan repons sondaj yo pral enkòpore nan etid sou posiblite a epi yo pral itilize yo pou evalye rantabilite lòt sèvis tren ak transpò piblik nan sidès Connecticut.

Lokal Pwojè

Tanpri pataje sa ak lòt moun epi ede nou fè tout moun patisipe!

Reponn kesyon ou vle yo, epi klike sou Finish (Fini):

Fini